

# MARITIME HERITAGE MINNESOTA

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## Log Book 41 of the USS Essex

February 1, 1898 - April 6, 1898

The Day-to-Day Operations of Shipbuilder Donald  
McKay's Last Ship



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# USS *Essex* Log Book 41

## Finding Aid

*Adams* class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

## Log Book 41 of the USS Essex: February 1, 1898-April 6, 1898

The National Archives houses USS *Essex* Log Book 41. Throughout Log Book 41, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair



- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with target hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

**NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.**

At the beginning of Log Book 41, on February 1, 1898, the USS *Essex* was docked at the Port Royal Naval Station in South Carolina. For the first 22 days of the month, the ship, her crew, and her apprentices went into and out of the port, conducting exercises including target practice with boats, moving target practice, small arms, sail and rig handling, and the ship was provisioned and coaled. On February 4, USS *Foote* left Port Royal and in joint target practice exercises, USS *Amphitrite* - using signals - asked for

the height of her main truck from the water line. On February 17, along with USS *Amphitrite*, *Essex* half-masted her colors in a show of mourning for the USS *Maine* disaster in Havana Harbor, Cuba. On February 22, the crew dressed *Essex* in rainbow fashion in honor of Washington's Birthday, and she fired a 21-gun salute at noon. On February 23, *Essex* got up steam and headed down river, exchanged signals with *Amphitrite*, and went to sea. Once clear of the harbor, the next day her crew uncoupled the propellor and she went on under sail, exchanging colors with an Austrian steamer. On February 25, *Essex* headed into Chesapeake Bay and anchored near the Thimble Shoal Lightship. The next day, *Essex* exchanged signals with USS *Terror* and proceeded into Hampton Roads. On February 28, Commander Dickens boarded USS *Essex* to inspect the ship and crew as a representative of the Bureau of Navigation. The exercises included: crew at Fire Quarters, clearing ship for action, General Quarters, Arm and Away Boats, Abandon Ship, single sticks, pistols drill, hammock inspections, sail drills, and sending down light yards.

On March 1, the CO visited Fort Monroe, and over the next 2 days, crewmen transferred to USRS *Richmond*, the Washington Navy Yard, USRS *Franklin*, and the ship's boats were secured. *Essex* left Hampton Roads on March 5, passed Hog Island Lighthouse, Sandy Hook Light, and 2 days later, she anchored off Tompkinsville, NY, and signaled/exchanged visits with USS *Terror*. Over the next week, apprentices were transferred to USRS *Vermont*, provisions were received for the Construction and Engineering Departments, and the coal lighter *Lucy Gildersleeve* coaled the ship. Ensign G.W. Williamson detached and ordered to USS *Columbia* as their watch and division officer. On March 13, *Essex* steamed out of New York Harbor, traveled through Nantucket Sound 2 days later, and the next morning she passed Fort Constitution, New Hampshire before mooring at the Portsmouth Navy Yard dock. For the remainder of March, the crew set about closing down the ship, and the Board of Survey inspected the ship and provisions. On March 19, Commander Edward T. Strong was relieved of command by Commander Richard Rush. The next day, Commander Rush inspected the crew and ship. On March 22, the belongings of 3 deserters were auctioned off and 2 days later, another deserter's articles were auctioned as well, and fetched 80 cents. During the last 6 days of March, crewmen were sent to the hospital and USRS *Vermont*, *Essex* received crew from USS *Michigan*, more auctions were held, and yard workmen were bus on the ship.

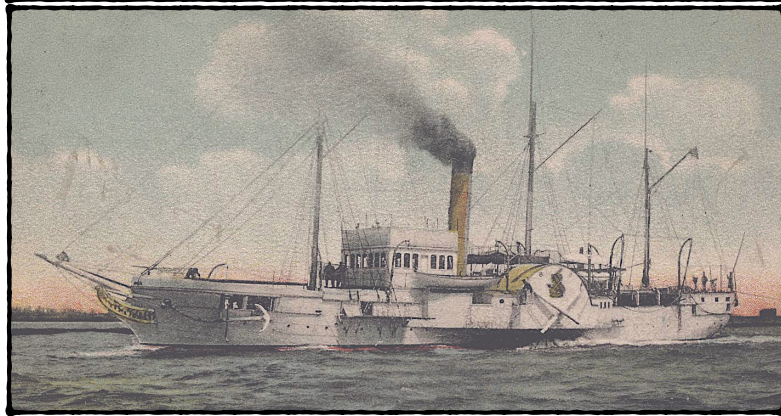
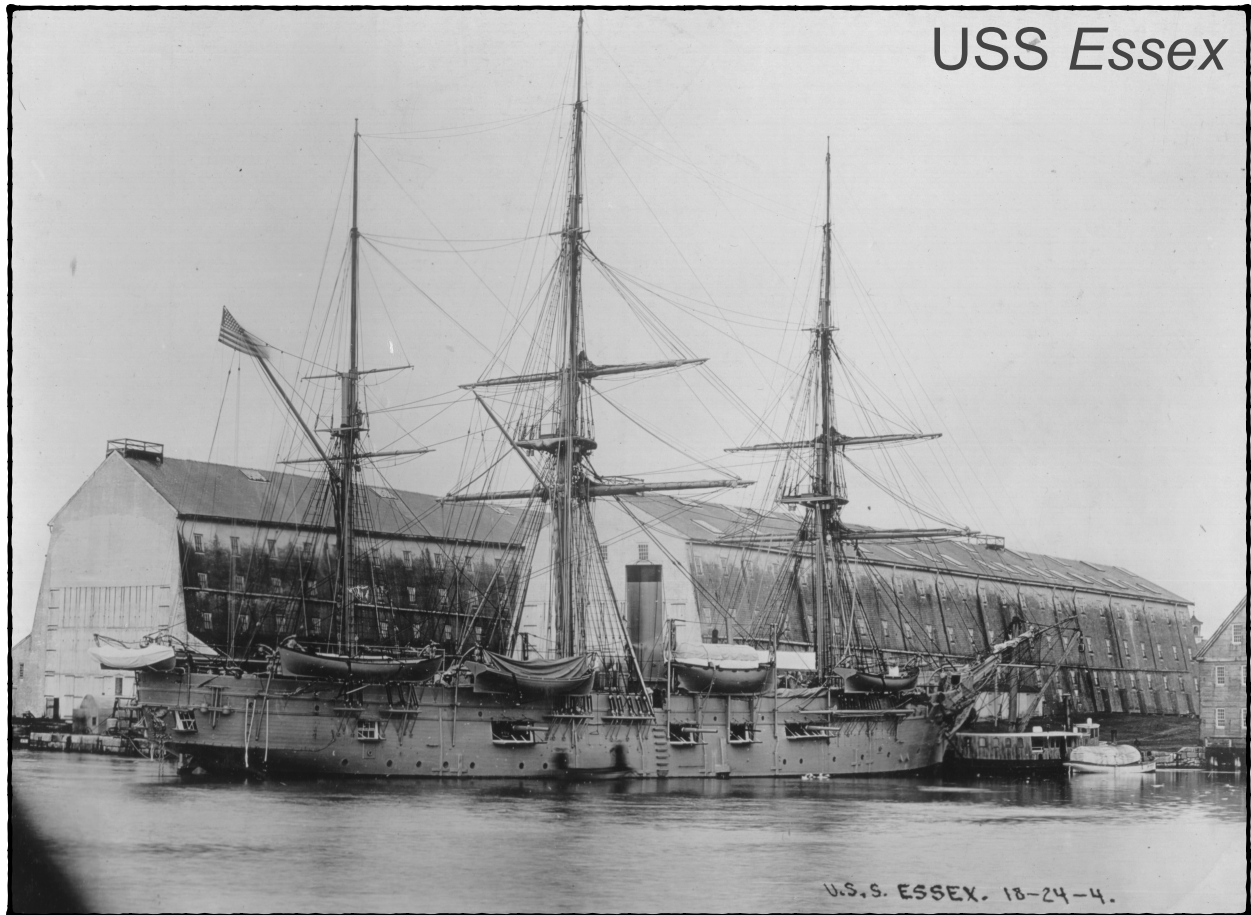
In April, squally weather was recorded in the log, the CO inspected *Essex* and her crew, and he left the ship for Naval Militia duties. The hammocks were inspected, *Essex*'s remaining ammunition was ferried to the Portsmouth Navy Yard magazine, and yard workers were busy on board. On the last day of the log, April 6, the sentence of a formerly court-martialed crewman was reduced, crew were transferred to USRS *Wabash* in Boston, and USS *Essex* was decommissioned.

Tags:

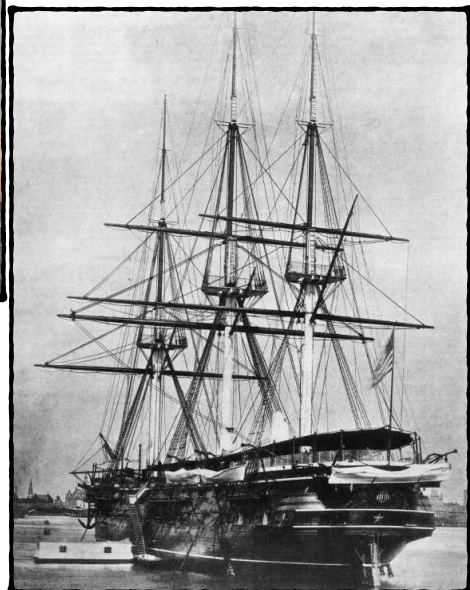
sloop-of-war USS *Essex*, USS *Amphitrite*, USS *Maine*, USS *Foote*, USS *Terror*, USRS *Richmond*, USRS *Franklin*, USRS *Vermont*, coal lighter *Lucy Gildersleeve*, USS *Columbia*, USS *Michigan*, USRS *Wabash*, Port Royal, South Carolina, Hampton Roads,



Portsmouth Navy Yard, New Hampshire, apprentice training, ship drills, ship maintenance, steam, sail, Donald McKay

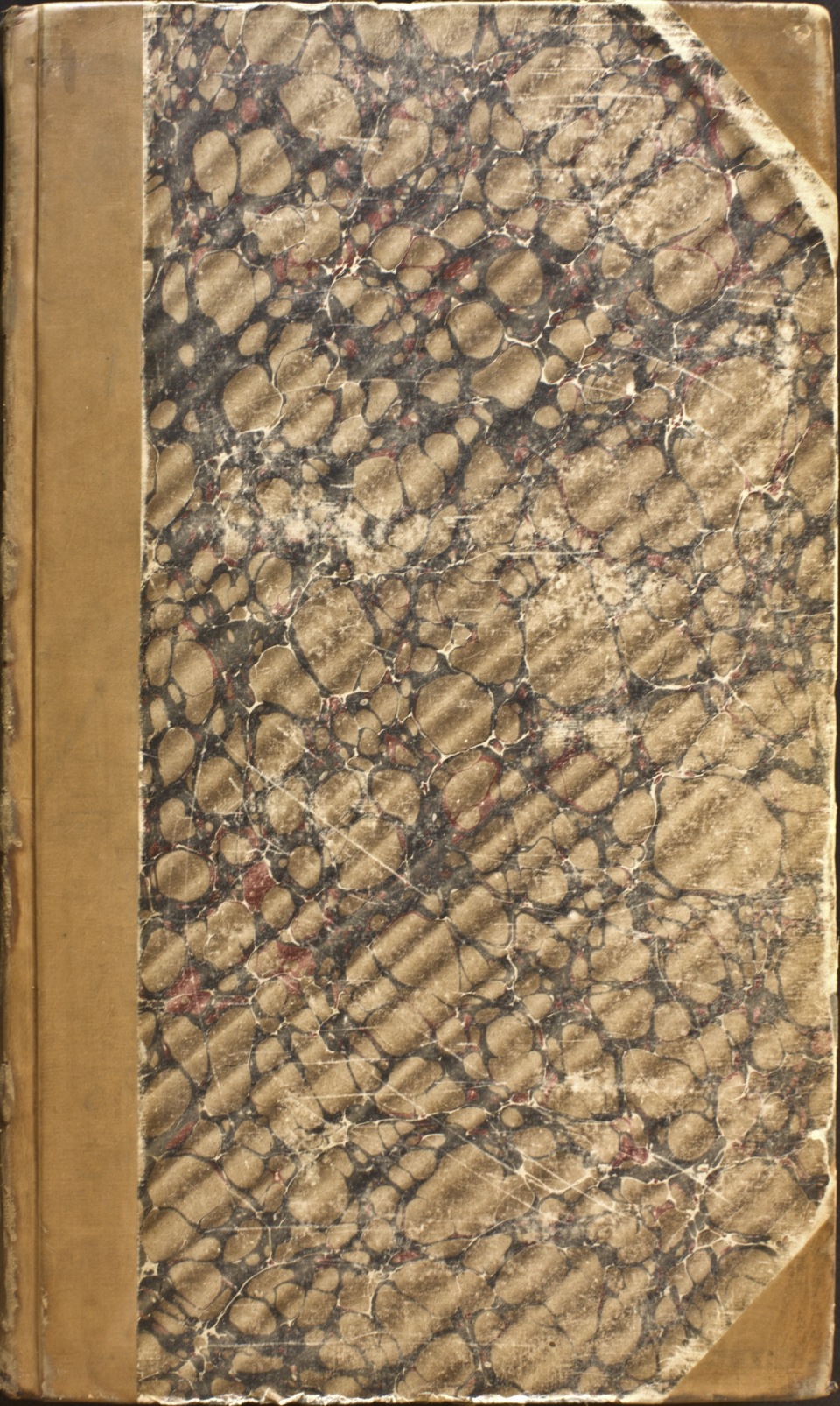


*USS Michigan*

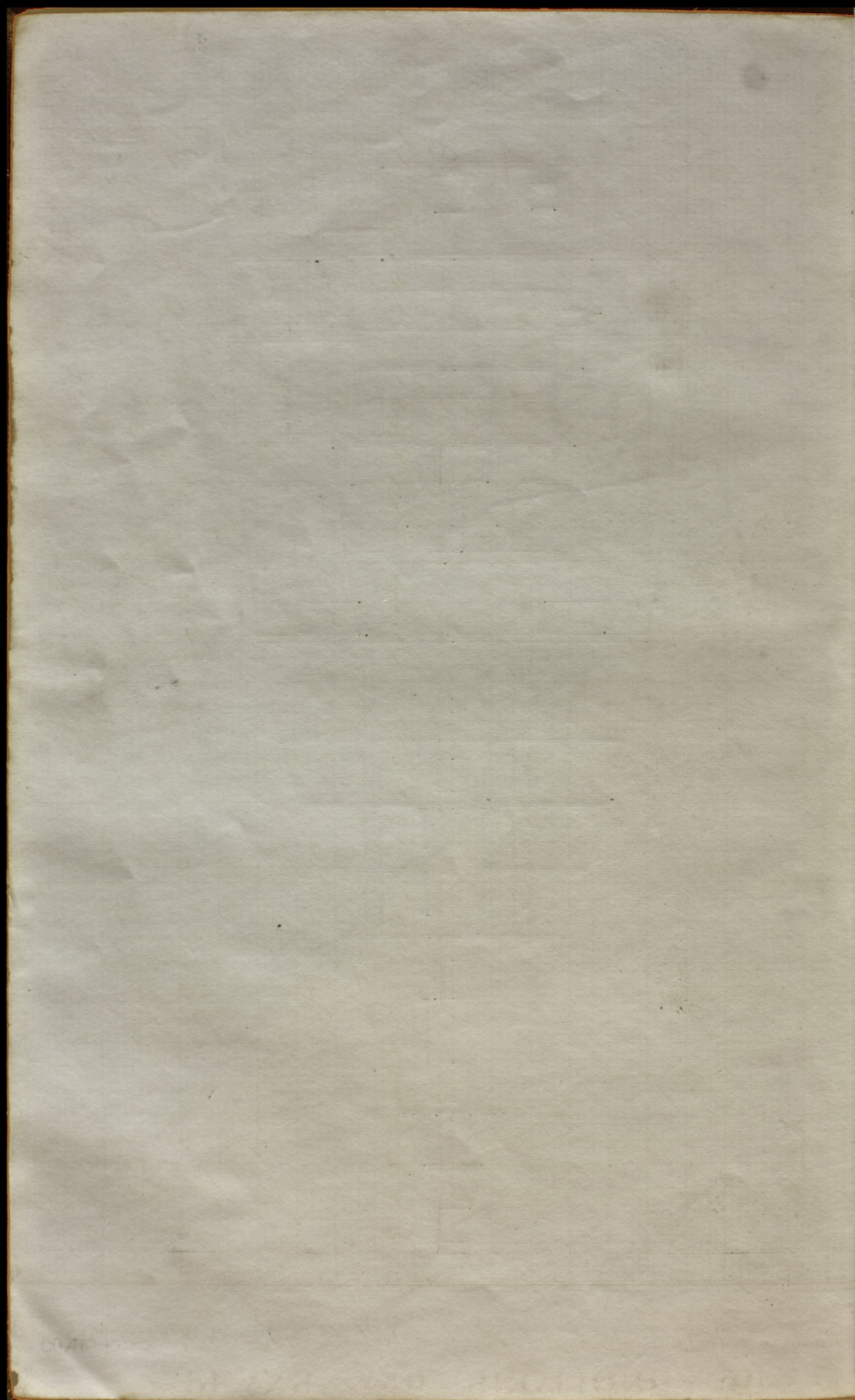


*USRS Wabash*









# LOG BOOK

OF THE

U. S. S.

*Cass*

*3rd*

Rate,

of *Six*

Guns,

COMMANDED BY

*Commander E. I. Strong*

, U. S. Navy,

Attached to *Training*

Squadron,

Commencing *February 1st*, 189*6*,

at *Port Royal, S.C.*

and ending \_\_\_\_\_, 189*6*,

at \_\_\_\_\_

*Training  
Port*

BUREAU OF EQUIPMENT

NAVY DEPARTMENT.

1895.



## LIST OF OFFICERS

Attached to and on board of the U. S. S

Essex

, commanded by

Commander Edward I. Strong  
from February 1st

, U. S. N., during the period covered by this Log Book,

from February 1st

, 1898, to

, 18

NAME.	RANK.	NAME.	RANK.
Strong Edward T	Commander		
Hubbard John	Lieutenant - Ex. Officer		
Stewart John W.	Lieutenant - Navigator		
Jordan John W.	Lieutenant		
Fulmer Walter O	Lieutenant Jr. Grade		
Jackson John P	Ensign		
Williams George H	Ensign		
Sellers David Foote	Ensign		
Morris Lewis	Passy Asst Surgeon		
Greene Harry E	Asst Paymaster		
Washington R. H	Paymaster Clerk		
Rush Richard	Commander		
McKethan Alfred A	Ensign		

Examined and found to be correct.





# COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board of the U. S. S. *Essex* *February 1st* 18*98*. at first commissioning


NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.	NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
	RATINGS.			RATINGS.	
	SEAMAN BRANCH			SPECIAL BRANCH	
	Chief Master-at-Arms .....			Apothecaries .....	
	Master-at-Arms, first class .....			Yeomen { Equipment .....	
	Master-at-Arms, second class .....			{ Engineers .....	
	Master-at-Arms, third class .....			{ Pay .....	
	Chief Boatwain's Mate .....			Writers, first class .....	
	Boatwain's Mates, first class .....			Writers, second class .....	
	Boatwain's Mates, second class .....			Writers, third class .....	
	Coxswains .....			Buglers, or apprentices for .....	
	Chief Gunner's Mate .....			Baymen .....	
	Gunner's Mates, first class .....			Total .....	
	Gunner's Mates, second class .....				
	Gunner's Mates, third class .....			Cabin Steward .....	
	Chief Quartermaster .....			Cabin Cook .....	
	Quartermasters, first class .....			Mess Attendant .....	
	Quartermasters, second class .....			Wardroom Steward .....	
	Quartermasters, third class .....			Wardroom Cook .....	
	Seamen Gunners .....			Mess Attendants .....	
	Seamen .....			Storage Steward .....	
	Ordinary Seamen .....			Storage Cook .....	
	Apprentices .....			Mess Attendants .....	
	Landsmen .....			Warrant Officer's Steward .....	
	Total .....			Warrant Officer's Cook .....	
				Mess Attendant .....	
	ARTIFICER BRANCH			Ship's Cooks, first class .....	
	Chief Carpenter's Mate .....			Ship's Cooks, second class .....	
	Carpenters' Mates, first class .....			Ship's Cooks, third class .....	
	Carpenters' Mates, second class .....			Ship's Cooks, fourth class .....	
	Carpenters' Mates, third class .....			Total .....	
	Shipwrights .....				
	Blacksmiths .....			Coxswain to (commander-in-chief)	
	Plumbers and fitters .....			Seamen .....	
	Sailmakers' Mates .....			Apprentices .....	11P.
	Painters .....			Bandmaster .....	
	Total .....			First Musician .....	
				Musicians, first class .....	
	ARTIFICER BRANCH - SERVICE BOOM FORCE			Musicians, second class .....	
	Chief Machinists .....			Printer .....	
	Machinists, first class .....			Yeoman .....	
	Boilermakers .....			Steward (to commander-in-chief) .....	
	Blacksmiths .....			Cook (to commander-in-chief) .....	
	Coppersmiths .....			Mess Attendants .....	
	Water Tenders .....			Total .....	
	Machinists, second class .....				
	Oilers .....			Scamen to .....	do.
	Firemen, first class .....			Ordinary Seamen to .....	do.
	Firemen, second class .....			Landsmen to .....	do.
	Coal passers .....				
	Total .....				

Examined and found to be correct.

U. S. S

*Essex*

## Description of Instruments used for Meteorological Observations, their Location, &amp;c.

INSTRUMENT.	MAKER.	NUMBER.	LOCATION.	DATE OF LAST COM- PARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	<i>Edwards Bros St. Martins Lane London</i>	<i>101</i>	<i>Cabin</i>	<i>Sept. 21, 1897</i>	<i>Plymouth Dock yard.</i>	<i>- 0.1</i>
ANEROID BAROMETER.	<i>France</i> 	<i>22</i>	<i>Muggen mast, Foremast A, Cabin</i>	<i>Sept. 21, 1897</i>	<i>Plymouth Dock yard.</i>	<i>- 0.23</i>
THERMOMETER, (Dry Bulb.)	<i>Henry J. Green</i>	<i>6197</i>	<i>On muggen mast, Open Deck</i>	<i>Feb. 20, 1897</i>	<i>Standard Com- mercial Hall, Bartolomeo N. I.</i>	<i>0°-00</i>
THERMOMETER, (Wet Bulb.) (Psychrometer.)	<i>Henry J. Green</i>	<i>6198</i>	<i>On Muggen Mast Open Deck</i>	<i>Feb. 20, 1897</i>	<i>Standard Com- mercial Hall, Bartolomeo N. I.</i>	<i>0°-04 High</i>

Examined and found to be correct.

4-265

Navigator.



Of the U. S. S

# ARMAMENT

## PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE.		PROJECTILES.		CARRIAGES.	REMARKS.
				POWDER.	WEIGHT.	KIND.	WEIGHT.		
43	4 inch	III	Rapid Fire	13 1/2 lbs	7 lbs	Shells	55 lbs	No. 4 Mount	Dashell Breach Plug
44	"	"	"	"	"	"	"	"	"
47	"	"	"	"	"	"	"	"	"
48	"	"	"	"	"	"	"	"	"
49	"	"	"	"	"	"	"	"	"
50	"	"	"	"	"	"	"	"	"

## SECONDARY.

35	6 Pdr	Rapid Fire	Rapid Fire	5 lbs	1 1/2 lbs	Shells	6 lbs	No. 82	Quadrant	Driggs Schneider R.F.F.
39	"	"	"	"	"	"	"	90	"	"
87	"	"	"	"	"	"	"	105	"	"
88	1 Pdr	"	"	10 1/2 lbs	6 1/2 lbs	"	"	106	"	"
52	"	"	"	"	"	"	"	55	"	"

## BOAT ARMAMENT.

Two 1 Pdr. Edge Blends. Nos. 71 and 73 for Boats

## SMALL ARMS.

173 Lee Straight Pull 6 mm Rifle - Model 1895  
 6 Hotchkiss Magazine Rifle - cal. 45 - 2 Winchester Rifle - cal. 22  
 65 Colt's & A. Revolvers - Model 1895.

Examined and found to be correct.



TABLES of Deviation of the Standard Compass No.

on board the U. S. S.

*Essex*

DATE:	12.26.1897					
PLACE OF OBSERVATION:	Barbados H. I.					
LATITUDE:						
LONGITUDE:						
OBSERVED VARIATION:						
SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	2° 00' 6"					
N. by E.	5° 30'					
N. N. E.	5° 00'					
N. E. by N.	6° 30'					
N. E.	7° 30'					
N. E. by E.	17° 00'					
E. N. E.	6° 30'					
E. by N.	5° 30'					
EAST.	5° 00'					
E. by S.	4° 30'					
E. S. E.	3° 30'					
S. E. by E.	2° 30'					
S. E.	1° 30'					
S. E. by S.	0° 30'					
S. S. E.	—					
S. by E.	1° 00' 24"					
SOUTH.	1° 30'					
S. by W.	2° 30'					
S. S. W.	3° 30'					
S. W. by S.	3° 00'					
S. W.	3° 30'					
S. W. by W.	4° 00'					
W. S. W.	4° 00'					
W. by S.	5° 00'					
WEST.	5° 30'					
W. by N.	5° 30'					
W. N. W.	4° 30'					
N. W. by W.	4° 00'					
N. W.	3° 30'					
N. W. by N.	3°					
N. N. W.	1° 30'					
N. by W.	—					

Examined and found to be correct.

Navigator.

LOG of the UNITED STATES.

Ship *Essex* 30 Rate,  
*At anchor in Port Royal Sound, S.C.*

Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction of Surface Current.	Force of Surface Current.	Direction of Under Current.	Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at surface.								
A. M.																						
1				SSW	N. N. W.	5.7				30.22	57	47	43		b. g.	-					10	
2				SSW	"	6.7				30.22	57	45	40		"	-					10	
3				"	"	6.7				30.21	57	44	40		"	-					10	
4				"	N. N. W.	6.7				30.21	57	42	39		"	-					10	
5				swinging	"	5.6				30.22	58	41	39		"	-					10	
6					"	5.6				30.23	56	39	38		"	-					10	
7				N. N. x N.	N. N. x N.	5.6				30.24	58	37	35		"	cu					8	
8				N. N. x N. N. W.	N. N. W.	5.6				30.28	56	37	35		"	"					8	
9				N. N. W.	"	5				30.31	47	36	34		"	-					10	
10				"	"	4.5				30.35	53	36	34		f. m.	-					10	
11				"	"	4				30.37	50	37	35		f. c. m.	cu					9	
Noon.	swinging & floor			SSW	N. N. W.	4.6				30.35	48	37	36		"	"					8	

Position at 8 A. M. { Latitude by  
Longitude by

{ Latitude by observation  
Longitude by observation

Position at noon: { Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 3 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

100 "

Water remaining on hand fit for use at noon,

2300 "

Coal consumed during the preceding 24 hours,

3 tons, 1080 lbs.

Coal remaining on hand at noon,

107 " 1180 "

P. M.																					
1	<i>floor</i>		<i>SE x S</i>	<i>N. N. W.</i>	<i>6</i>				<i>30.34</i>	<i>45</i>	<i>39</i>	<i>36</i>						<i>f. c. m.</i>	<i>cu</i>	<i>9</i>	
2			<i>S x N</i>	"	<i>6</i>				<i>30.32</i>	<i>52</i>	<i>40</i>	<i>37</i>						"	"	<i>9</i>	
3			<i>SSW x S</i>	"	<i>6</i>				<i>30.31</i>	<i>53</i>	<i>41</i>	<i>38</i>						"	"	<i>9</i>	
4			<i>N. N. W.</i>	"	<i>6</i>				<i>30.31</i>	<i>55</i>	<i>43</i>	<i>39</i>						"	"	<i>9</i>	
5			<i>N. N. x N.</i>	"	<i>6</i>				<i>30.32</i>	<i>56</i>	<i>42</i>	<i>40</i>						"	"	<i>9</i>	
6	<i>alt</i>		<i>N. N. W.</i>	"	<i>6</i>				<i>30.37</i>	<i>56</i>	<i>41</i>	<i>37</i>						"	"	<i>6</i>	
7			"	"	<i>6</i>				<i>30.39</i>	<i>56</i>	<i>39</i>	<i>36</i>						"	"	<i>7</i>	
8			"	"	<i>6</i>				<i>30.41</i>	<i>54</i>	<i>38</i>	<i>36</i>						"	"	<i>7</i>	
9			"	"	<i>5</i>				<i>30.44</i>	<i>55</i>	<i>39</i>	<i>36</i>						<i>f. c. m.</i>	"	<i>7</i>	
10			"	"	<i>5.6</i>				<i>30.47</i>	<i>56</i>	<i>37</i>	<i>35</i>						"	"	<i>8</i>	
11			"	"	<i>5.6</i>				<i>30.48</i>	<i>55</i>	<i>36</i>	<i>34</i>						"	"	<i>8</i>	
Mid.	<i>floor</i>		<i>SE x E</i>	"	<i>5.6</i>				<i>30.49</i>	<i>57</i>	<i>37</i>	<i>36</i>						"	"	<i>10</i>	



under the command of

Commander E. I. Strong  
Tuesday Feb. 1<sup>st</sup>

, U. S. Navy,  
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear - Stiff to very fresh breeze from S. by E. & S. W. blowing in squalls.  
Flot tide. Riding between wind and tide entire watch. Moon set at 3<sup>52</sup>

O. P. Jackson  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Clear and cold. Stiff to fresh breeze from S. by E. to S. W. Distilling

D. S. Allen  
Ensign

From 8<sup>00</sup> AM to Meridian.

Clear, overcast - haze around horizon - cold. Moderate to fresh breeze from S. by E. to S. W. Barometer rising then falling. Riding to Mt. Hill 11<sup>00</sup> after that between wind and Flot current. At 9<sup>55</sup> mustered at quarters. Carpenters at fire quarters & abandon ship, afterwards at arm & away for distant service.

J. H. Jordan  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Clear and cold. Very fresh breeze in squalls from S. by E. Received in Dept. of Acc'ts. 120 lbs. each ship - vegetables and 96 lbs. meat. By order of Comdg. Officer, C. Ferris (A.B.C.) was released from confinement. L. D. Murphy (A.B.C.) was placed in solitary confinement on bread & water for two days for refusing to obey orders.

W. H. Hulac  
Lieutenant, U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair and cold. Fresh breeze from S. by E. decreasing last hour. Riding to wind first half, with tide last half.

W. H. Hulac  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Clear and cold. Stiff to fresh breeze from S. by E. At 9<sup>52</sup> finished distilling. At 11<sup>00</sup> commenced swinging to Flot.

O. P. Jackson  
Ensign

Examined and found to be correct.

John Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

Ship *Eves* 30 Rate,

*At anchor in Port Royal Sound SC*

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Underway Current.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				SSE	N. W.	4			30.52	56	33	31		bc	st		9
2				SE	"	3			30.57	55	32	29		"	"		9
3				"	"	3			30.57	57	30	28		"	"		9
4				SE x E	"	2			30.52	57	29	28		"	"		9
5				E x E	East	3			30.52	57	29	28		bc	"		9
6				swinging	N. x E	3			30.57	58	29	28		"	"		9
7					North	4			30.58	58	29	28		bc m	"		9
8				N. W. x N.	N. W.	4			30.59	58	29	28		"	"		8
9	underway			various	"	3			30.60	58	29	28		"	"		7
10	"			"	"	3			30.59	58	29	29		"	"		6
11	"			"	N. E	2			30.54	53	36	30		"	"		5
Noon.	"			"	"	2			30.57	53	37	30		"	"		5

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation

Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

900 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

4 tons, 520 lbs.

Coal remaining on hand at noon,

103 " 660 "

P. M.																	
1				SSE	variable	2			30.53	52	40	38		bc m	cu st		3
2				swinging in larger part	S. W.	3			30.50	52	40	38		"	"		3
3				"	"	3			30.49	52	40	38		"	"		4
4				"	"	2			30.45	52	40	38		"	"		2
5				swinging	"	2			30.47	52	42	39		"	cu st		3
6				various	"	2			30.47	53	40	38		"	"		3
7				N. W. x N.	N. W. x N.	3			30.48	56	40	37		"	cu		8
8				N. W.	N. S. W.	3			30.48	53	40	37		"	"		9
9				"	"	3			30.49	59	39	37		"	"		9
10				N. W. x N.	"	2			30.50	59	38	37		"	"		8
11				"	"	2			30.50	58	38	36		"	"		7
Mid.	swinging			N. W.	West	2			30.50	58	38	36		"	"		7



under the command of

Commander E. I. Strong  
Wednesday Feb. 2<sup>nd</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4<sup>00</sup> AM  
Clear and cold. Moderate to light breeze from S.W. Distilling.

D. S. Silliman  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Clear and cold. Light breeze around horizon. Gentle to moderate breeze from S.W. to S.E. Barometer rising. Riding to ground until 5<sup>30</sup> when swung to abt. Got out steam launch. Made preparations for getting underway.

J. D. Jordan,  
Lieutenant U.S.N.

From 8<sup>00</sup> AM to Meridian

Clear and pleasant. Gentle breeze from S.W. to S.E. At 8<sup>00</sup> got underway, hauled out target and boats and then began to ply target practice. At 12<sup>00</sup> came to for dinner - port chain 150 fms. at capstan. 7 1/2 fms water. Received in Sept of 500 lbs. each fresh beef & vegetables and 96 lbs. bread.

M. McKee,  
Lieutenant U.S.N.

Meridian to 4<sup>00</sup> P.M.

Cloudy and cool. Light to gentle breeze from S.W. At 1<sup>00</sup> got underway and engaged in target practice. At end replacing target. U.S. Amphibious came down and anchored off Bay Point.

Ensign  
W. H. Miggins

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Cloudy to clear. Light to gentle breeze from S.W. to S.E. At 4<sup>00</sup> anchored in 9 1/2 fms water near old berth. Vessel to 4 fms port chain. C. A. Raphael (A.C.) returned from one week leave of absence.

O. P. Lusk,  
Ensign

From 8<sup>00</sup> P.M. to Midnight  
Clear and cold. Light to light breeze. Distilling.

D. S. Silliman  
Ensign

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator.



## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal Sound S.C.*

*310* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Qty. of Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1				South	West	3				30.50	60	35	36		b.m.	-	10		
2				S. E	"	3				30.57	62	39	36		"	-	10		
3				S S E	"	5.7				30.57	60	39	35		b.m.g	-	10		
4				E S E	N. N. W	5.6				30.52	60	38	36		"	-	10		
5				E x S	S E x E	5.6				30.57	61	38	36		"	-	10		
6						5.6				30.57	60	38	37		"	-	10		
7				N. N. W 1/2 W	N. N. W 1/2 W	5.6				30.60	60	38	36		b.c.m	cum	8		
8				N. W x E	N. W x E	5.6				30.59	60	35	33		"	"	7		
9				"	"	4				30.59	58	34	32		"	"	9		
10						3.4				30.66	58	36	34		"	"	9		
11				N x W	South	3				30.67	57	36	34		"	"	9		
Noon.	swinging floor.			various	"	3				30.67	57	38	35		"	"	9		

Position at 8 A. M. { Latitude by  
Longitude by

{ Latitude by observation  
Longitude by observation  
Position at noon: { Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *distilled* during the preceding 24 hours,

800 "

Water remaining on hand fit for use at noon,

2900 "

Coal consumed during the preceding 24 hours,

2 tons, 1250 lbs.

Coal remaining on hand at noon,

100 " 1620 "

P. M.																		
1	<i>underway</i>	<i>various</i>	<i>South</i>	3					30.67	57	39	35			<i>b.c.m.</i>	<i>cum</i>	8	
2		"	"	3					30.66	57	39	36			"	"	8	
3		"	"	3					30.64	57	40	38			"	"	8	
4		"	"	3					30.63	57	40	42			"	"	8	
5	<i>at anchor</i>	<i>S. E</i>	"	3					30.64	56	44	41			"	"	8	
6		<i>E. S. E</i>	<i>N. x E</i>	3					30.65	58	43	40			<i>ogm</i>	"	0	
7	<i>swinging</i>	<i>South</i>	"	3					30.65	57	41	40			<i>b.c.m.</i>	"	6	
8	<i>etc</i>	<i>N. N. W</i>	"	2					30.65	56	40	39			"	"	6	
9		"	"	2					30.69	56	29	37			"	"	8	
10		"	"	3					30.71	52	39	37			<i>b.m.</i>	"	10	
11		"	<i>N. N. E</i>	2					30.70	50	37	36			"	"	10	
Mid.		"	"	2					30.70	49	35	34			"	"	10	

under the command of

Commander E. I. Strong  
Thursday Feb. 2nd

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear overhead, hazy around horizon. Cal. Gentle to fresh breeze from N. to S. by E. Riding between wind and flood and to flood current all the watch.

J. W. Jordan  
Lieutenant, U.S.N.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Clear and cold. Still to fresh breeze from N. by E. to N. x E. Barometer rising rapidly.

M. H. Hume  
Lieutenant, U.S.N.

From 8<sup>00</sup> AM to Meridian

Fair and cool. Gentle to moderate breeze from N. by E. and North. Mustered at quarters at 9<sup>15</sup> and exercised as follows: 1st Div. Cleaning. 2nd Div. Small Arm Instruction. 3rd Div. Section Powder Div. Gunnery Instruction. Received in Department of S. Accs. fresh provisions as follows - Bread 90 lbs. Beef 20 lbs. vegetables 120 lbs. diet magazine fresh coals.

Geo. W. Hume  
Ensign

Meridian to 4<sup>00</sup> P.M.

Clear and fine - Gentle N. by breeze. At 12<sup>00</sup> got underway & engaged in morning target practice with Secondary Battery. At 2<sup>30</sup> finished target practice and picked up target. Rep order of Comdg. fresh released Lt. Murphy (A.S.C.) placed (Lt. D. White (A.S.C.) in solitary confinement on bread & water for 4 days. Name - Direct - divided into 4 orders. Expended in Ord. Dept. during practice 72-4" cartridges - 62-6 Pdr. & 55-1 Pdr. cartridges. At end standing for anchorage off Bay Point.

O. F. Jackson  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair and cool - Gentle breeze from N. E. At 4<sup>15</sup> came to west port anchor in 7 fathoms water. Had bottom, 45 fathoms chain. Bearings at anchor - Middle shoal buoy N. 1/2 S. Large spit buoy S. 1/2 by N. Banked fire - Discharging. At 7<sup>15</sup> made wig wag signal to Amphitrite - Are you going to use the small arm range next week, if not, can we use it? Amphitrite answered as follows: We will use range until Thursday after which you are welcome to it.

D. S. Sellers  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Clear, and cold. Hazy - Light to gentle breeze from N. E. to N. by E. Barometer rising then falling. At 8<sup>00</sup> allowed fire to die out under two boilers. Riding to sb.

Examined and found to be correct.

J. W. Jordan  
Lieutenant, U.S.N.  
John W. Hume  
Lieut. & Navigator



## LOG of the UNITED STATES

Rate,

*Ship Eagle*  
*At anchor in Port Royal Sound S.C.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1				<i>SE</i>	<i>N.E</i>	2			30.70	57	35	33	<i>b.m</i>	-	10	
2	<i>flow</i>			<i>SE</i>	"	2			30.70	53	35	32	"	-	10	
3				"	"	3			30.70	53	35	33	"	-	10	
4				"	"	3			30.70	53	35	31	"	-	10	
5				"	"	3			30.68	58	36	34	"	-	10	
6				"	"	3			30.68	58	36	34	"	-	10	
7				"	"	3			30.68	58	35	33	<i>b.c.m</i>	<i>cum</i>	8	
8				<i>N. N. W</i>	<i>N. N. E</i>	3			30.73	54	38	37	"	<i>cir</i>	6	
9				"	"	3.4			30.73	54	42	41	"	"	8	
10				"	<i>E. N. E</i>	4			30.74	56	41	42	"	<i>cu</i>	6	
11				"	"	4			30.74	56	45	42	"	"	6	
Noon.				<i>N. N. W</i>	<i>N. E</i>	4			30.73	56	46	43	"	"	6	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 1920 lbs.

Coal remaining on hand at noon,

98 " 1940 "

P. M.																
1			<i>N. E</i>	<i>N. E</i>	4	30.71	56	46	43	<i>b.c.m</i>	<i>fu-cu</i>	6				
2	<i>surging &amp; flow</i>		<i>various</i>	<i>E. N. E</i>	4	30.69	58	49	46	"	"	8				
3			<i>SE</i>	<i>East</i>	4	30.67	59	52	48	"	"	8				
4			"	"	4	30.66	58	57	48	"	"	8				
5			"	"	4	30.66	58	49	47	"	"	8				
6			"	"	4	30.64	57	48	47	"	"	8				
7			<i>SE &amp; E</i>	"	4	30.63	56	46	45	"	"	7				
8	<i>surging &amp; set</i>		<i>various</i>	<i>N. E</i>	3	30.64	59	45	44	"	"	7				
9			<i>N. N. W</i>	"	2	30.64	61	44	43	"	<i>a. p. on set</i>	6				
10			<i>N. N. W</i>	"	2	30.63	60	43	42	"	<i>ci-cu</i>	8				
11			"	<i>South</i>	3	30.63	59	43	41	"	"	8				
Mid.			"	"	3	30.62	58	42	41	"	"	5				

under the command of

Commander E. I. Strong  
Friday Feb. 4<sup>th</sup>

, U. S. Navy,  
1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear - Light to gentle N.E. breeze. Distilling. From 1<sup>00</sup> to 2<sup>00</sup> swinging to floor.

W. H. Hulse

Lieutenant. U.S.N.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Fair and cool. Misty - Gentle N.E. breeze.

Geo. W. Williams

Ensign

From 8<sup>00</sup> AM to Meridian.

Fair and pleasant. Gentle to moderate breeze from N.E. to E. At 9<sup>40</sup> mustered and inspected at quarters after which exercised divisions as follows: 1<sup>st</sup> Pistol & Instruction. 2<sup>nd</sup> Infantry 3<sup>rd</sup> Gunners Instruction & setting up. Powder - Infantry. 4<sup>th</sup> U.S. 11<sup>th</sup> Foot closed out. Frederick J. Sullivan (Oiler) reported expiration of enlistment. At 11<sup>00</sup> "Amphitrite" made signal (w. w) what is the height of your main track from water line. Answered (w. w) 132.5 feet. Laying out small arm target ranges & built on shore.

J. P. Lauffer

Ensign

Meridian to 4<sup>00</sup> P.M.

Clear - cool and pleasant. Moderate breeze from S.E. to East. Sent forward Powder Division and starboard watch of First Division ashore for small arm practice. Discharge from the Naval Service Frederick J. Sullivan (Oiler) with ordinary discharge, expiration of enlistment.

J. P. Lauffer

Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair and cool - hazy. Moderate to light breeze from E. to N.E. Barometer falling then rising. Riding to floor, swinging to ebb last half hour of watch. Hoisted in steam launch.

J. W. Jordan

Lieutenant. U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Clear to fair - Light to gentle breeze from N.E. to the West.

W. H. Hulse

Lieutenant. U.S.N.

Examined and found to be correct.

John W. Stewart

Lieut.

Navigator.



## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal Sound. SC* <sup>30</sup> Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Sea, " " " "				
A. M.																
1				<i>South</i>	<i>N. N. E</i>	<i>2</i>			<i>30.59</i>	<i>56</i>	<i>43</i>	<i>42</i>	<i>b.c.m</i>	<i>cu</i>	<i>2</i>	
2	<i>Swinging to floor</i>			<i>various</i>	<i>South</i>	<i>2</i>			<i>30.56</i>	<i>56</i>	<i>42</i>	<i>41</i>	"	"	<i>2</i>	
3				<i>S. S. E</i>	<i>N. N. W</i>	<i>2</i>			<i>30.53</i>	<i>57</i>	<i>42</i>	<i>41</i>	"	"	<i>2</i>	
4				<i>S. E x S</i>	"	<i>2</i>			<i>30.52</i>	<i>57</i>	<i>42</i>	<i>41</i>	"	"	<i>1</i>	
5				"	"	<i>3</i>			<i>30.52</i>	<i>57</i>	<i>42</i>	<i>42</i>	"	"	<i>3</i>	
6				"	"	<i>2</i>			<i>30.51</i>	<i>59</i>	<i>44</i>	<i>42</i>	"	"	<i>3</i>	
7	<i>Swinging to left</i>			<i>East</i>	<i>South</i>	<i>2</i>			<i>30.50</i>	<i>58</i>	<i>44</i>	<i>42</i>	"	"	<i>2</i>	
8				<i>N. N. E</i>	<i>South</i>	<i>2</i>			<i>30.49</i>	<i>57</i>	<i>43</i>	<i>44</i>	"	"	<i>6</i>	
9				<i>N. N. x N</i>	<i>N. N. E</i>	<i>2</i>			<i>30.48</i>	<i>52</i>	<i>47</i>	<i>46</i>	"	"	<i>6</i>	
10				"	"	<i>2</i>			<i>30.48</i>	<i>55</i>	<i>52</i>	<i>57</i>	"	"	<i>8</i>	
11				"	<i>N. E</i>	<i>1</i>			<i>30.47</i>	<i>59</i>	<i>54</i>	<i>52</i>	"	"	<i>8</i>	
Noon.				"	"	<i>1</i>			<i>30.46</i>	<i>59</i>	<i>56</i>	<i>55</i>	"	"	<i>8</i>	

Position at 8 A. M. { Latitude by

° ' "

Longitude by

° ' "

Position at noon: { Latitude by observation  
Longitude by observation

° ' "

Latitude by D. R.

° ' "

Longitude by D. R.

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by  
Longitude by

° ' "

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *distilled* during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, — lbs.

Coal remaining on hand at noon,

96 " 1940 "

P. M.																
1				<i>N. N. x N</i>	<i>S. E</i>	<i>12</i>			<i>30.41</i>	<i>60</i>	<i>58</i>	<i>57</i>	<i>b.c.m</i>	<i>cu</i>	<i>5</i>	
2	<i>Swinging to floor</i>			<i>S. S. E</i>	<i>N. N</i>	<i>12</i>			<i>30.40</i>	<i>60</i>	<i>59</i>	<i>59</i>	"	"	<i>1</i>	
3				"	"	<i>12</i>			<i>30.39</i>	<i>60</i>	<i>57</i>	<i>57</i>	<i>a.c.m</i>	<i>cu</i>	<i>0</i>	
4				"	"	<i>4</i>			<i>30.37</i>	<i>60</i>	<i>56</i>	<i>55</i>	"	"	<i>0</i>	
5				"	"	<i>2</i>			<i>30.37</i>	<i>60</i>	<i>53</i>	<i>54</i>	"	"	<i>0</i>	
6				"	"	<i>12</i>			<i>30.37</i>	<i>60</i>	<i>54</i>	<i>53</i>	"	"	<i>0</i>	
7				"	"	<i>3</i>			<i>30.39</i>	<i>60</i>	<i>53</i>	<i>52</i>	"	"	<i>0</i>	
8	<i>Swinging to left</i>			<i>E x N</i>	<i>N. N. N</i>	<i>3</i>			<i>30.40</i>	<i>64</i>	<i>53</i>	<i>51</i>	"	"	<i>0</i>	
9				<i>various</i>	"	<i>3</i>			<i>30.40</i>	<i>66</i>	<i>52</i>	<i>57</i>	"	"	<i>0</i>	
10				<i>N. N. x N</i>	"	<i>32</i>			<i>30.41</i>	<i>65</i>	<i>52</i>	<i>57</i>	<i>a.c.m</i>	<i>cu</i>	<i>0</i>	
11				"	"	<i>2</i>			<i>30.41</i>	<i>64</i>	<i>57</i>	<i>50</i>	"	"	<i>0</i>	
Mid.				"	"	<i>2</i>			<i>30.40</i>	<i>63</i>	<i>57</i>	<i>50</i>	<i>a.c.m</i>	"	<i>0</i>	

under the command of

Commander E. J. Strong  
Saturday Feb. 5<sup>th</sup>

, U. S. Navy,  
, 18 98.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4<sup>00</sup> AM  
Cloudy and cool. Light breeze from between N. N. E and N. N. W.  
Swinging to flood. second hour

W. H. Mearns  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Cloudy to fair - misty - Light breeze from N. N. W. + South.  
Commenced swinging to ebb. at 7<sup>00</sup>

O. S. Jackson  
Ensign

From 8<sup>00</sup> AM to Meridian  
Clear and pleasant - Light breeze to light air from N. N. E to N. E  
Sent forward powder and first divisions ashore for small gun  
target practice. Engaged in painting starboard side of ship  
vulvards. St. David (A. B. C) and St. N. Trappatch (A. B. C) left firing  
party on ship and failed to return to the ship.

H. S. Sellers  
Ensign

Meridian to 4<sup>00</sup> P. M.

Cloudy and hazy. Temperature falling. Light air to light breeze  
from S. E. shifting to N. W. and increasing to a moderate breeze.  
Barometer falling then steady. Riding to flood till 2<sup>00</sup> when swinging  
to flood. 1<sup>00</sup> + 2<sup>00</sup> divisions ashore at small arm practice.  
Painting ship. Received in Dept. of Supplies + Accs. 120 lbs each beef + vegetables  
+ 90 lbs bread.

J. S. Jordan,  
Lieutenant. U. S. N.

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Cloudy + hazy. Light to gentle breeze from N. N. W. to N. N. E. Firing party  
returned from chase. St. David (A. B. C) and St. N. Trappatch (A. B. C) returned to ship having been absent without leave since the  
forenoon.

M. H. Malone  
Lieutenant. U. S. N.

From 8<sup>00</sup> P. M. to Midnight

Overcast - misty - drizzling passing shower last half -  
Cool - Light to gentle breeze from N. N. W. Riding to ebb

W. H. Mearns  
Ensign

Examined and found to be correct.

John H. Stewart  
Lieut. + Navigator.



## LOG of the UNITED STATES

30- Rate,

*Ship Essex*  
*At anchor in Port Royal Sound, S.C.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry.	Air, Wet.				
A. M.															
1				N. N. W.	N. N. W.	2		30.40	62	57	60	b.c.m.	cu	3	
2	<i>driving to floor.</i>			E. N. E.	"	3		30.40	61	49	48	"	"	2	
3				S. E.	"	4		30.40	60	48	47	v.c.g.m.	"	0	
4				"	"	4		30.40	60	48	46	"	"	0	
5				"	South	4		30.41	60	48	46	"	"	0	
6				"	N. N. E.	4		30.41	60	48	46	"	"	0	
7	<i>driving to floor.</i>			"	"	4		30.42	62	44	43	"	"	0	
8				E. S. E.	"	4		30.43	63	44	43	b.c.m.g.	"	5	
9				South	"	4		30.43	66	44	43	b.c.m.	"	5	
10				N. x W.	"	4		30.43	66	46	44	"	"	6	
11				"	"	4		30.43	62	46	44	"	"	6	
Noon.				N. N. W.	"	4		30.45	61	47	45	"	"	6	

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

Position at noon: { Latitude by observation " " "

{ Longitude by observation " " "

{ Latitude by D. R. " " "

{ Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water *distilled* during the preceding 24 hours, 500 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons, 1200 lbs.

Coal remaining on hand at noon, 95 " 740 "

P. M.															
1				N. N. W.	South	3		30.44	62	50	45	b.c.m.	cu	8	
2				South	N. N. W.	2		30.42	62	53	51	"	"	8	
3	<i>driving to floor.</i>			S. E.	"	3		30.41	62	53	51	"	"	8	
4				S. E. x S.	"	3		30.41	60	53	51	"	"	8	
5				"	"	3		30.41	64	57	50	"	"	6	
6				"	"	3		30.41	60	53	51	"	"	6	
7				"	"	3		30.41	60	53	51	"	"	6	
8				S. E.	South	3		30.42	61	49	46	"	"	6	
9	<i>driving to floor.</i>			N. N. E.	N. N. W.	2		30.43	64	47	45	"	"	8	
10				N. N. W.	"	3		30.44	64	47	45	"	"	9	
11				"	South	3		30.45	64	47	45	b.c.m.	"	10	
Mid.				"	"	3		30.45	64	46	42	"	"	10	



under the command of

Commander E. J. Strong  
Sunday Feb. 6<sup>th</sup>

, U. S. Navy,  
1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and unites 4<sup>00</sup> AM

Candy to overcast. Light to moderate breeze from N. N. W. At 2<sup>30</sup> commenced swinging to flood.

W. H. Lusk  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Overcast - clearing last hour. Moderate to stiff breeze from North to N. N. E.

D. S. Miller  
Ensign

From 8<sup>00</sup> AM to Meridian

Coal and haze. Moderate to stiff breeze from N. N. E. Barometer rising after clearing. Riding to 11th current. At 9<sup>30</sup> mustered at quarters, Comdr. Officer inspected ship and crew. A. H. Ward read general orders and articles for better government of the Navy, and held general muster on gun deck. Comdg. Officer held Divine Service on Gun Deck.

J. J. Jordan,  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Clear - Light to gentle breeze from the North to N. N. W. Record in Sept. 17. 115% for each beef + vegetables + 9 lbs. bread. By order of Comdg. Officer. J. O. Sturman (F.C.) was rated Oiler.

W. H. Lusk  
Lieutenant, U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair and cool - Gentle breeze from N. N. W. and North. Riding to flood.

W. H. Lusk  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Clear + fine. Bright moonlight. Light to gentle breeze from North to N. N. W. At 9<sup>30</sup> commenced swinging to flood.

W. H. Lusk  
Ensign

Examined and found to be correct.

John H. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal Sound. S.C.*

*30* Rate,

Hour.	Kites.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Step of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.				
A. M.																
1				N. N. W.	North	2			30.46	62	48	41		b. c. m.	cu	9
2	<i>1/2</i>		<i>Leaving 1/2 floor</i>	N. E.	"	2			30.46	62	42	40		"	"	9
3				S. E.	"	3			30.46	61	41	39		"	"	9
4				S. E.	"	3.4			30.46	60	41	39		b. m.	-	10
5				"	"	2			30.46	61	41	39		"	"	10
6				S. E. x S.	"	2			30.47	61	40	38		b. c. m.	"	7
7				S. E.	"	2			30.49	63	40	38		"	"	3
8				"	"	3			30.49	63	40	38		"	"	6
9				E 1/2 S.	"	2			30.51	57	42	40		b. m.	-	10
10				North	N. N. E.	3			30.51	56	45	42		"	-	10
11				N. N. W.	"	3			30.51	59	46	44		"	-	10
Noon.				"	N. E.	3			30.51	59	48	44		"	-	10

Position at 8 A. M. { Latitude by  
 Longitude by

{ Latitude by observation  
 Longitude by observation

Position at noon: { Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

1 tons, 200 lbs.  
 93 " 980 "

P. M.																		
1				N. N. W.	N. E.	2			30.50	61	50	45			b. m.	-	10	
2				"	S. E.	2			30.47	62	52	50			b. c. m.	ci	5	
3				"	"	2			30.47	63	54	52			"	"	8	
4				various	"	2			30.47	63	54	52			"	"	9	
5				S. E. x S.	"	2			30.47	62	50	47			"	"	9	
6				"	"	2			30.46	62	49	47			"	ci-cu	6	
7				"	"	2			30.46	62	48	46			"	"	6	
8				"	"	2			30.46	62	48	46			"	"	6	
	<i>1/2</i>		<i>Leaving 1/2 abt.</i>	S. E.	"	1			30.49	63	48	47			b. m. w.	-	10	
10				North	North	1.2			30.49	64	47	46			"	-	10	
11				N. N. W.	"	1			30.49	62	47	46			"	-	10	
Mid.				"	"	1			30.50	62	47	46			"	-	10	



under the command of

Commander E. J. Strong  
Monday Feb. 7<sup>th</sup>

U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Clear - bright moonlight - Light to moderate breeze from North

D. Beller.

Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM

Fair and cool. Light to gentle breeze from South. Barometer rising. Sent 2<sup>nd</sup> Division ashore for target practice

Det. Jordan,  
Lieutenant. U.S.N.

From 8<sup>00</sup> AM. to Meridian

Clear and cool. Gentle breeze from the North to N.E. Between 9 & 10<sup>00</sup> swinging to ebb. Firing party ashore returned at 12<sup>00</sup>. Firing ship port side. By order of Comdg. Officer the following changes in rating were made to take effect from Feb. 5<sup>th</sup> viz - B. O'Brien (F. & C) to F. & C and J. Conway (C. & P) to F. & C.

M. A. H. H.  
Lieutenant. U.S.N.

Meridian to 4<sup>00</sup> P.M.

Fair and cool. Light breezes from N.E. shifting to S.E. Sent 3<sup>rd</sup> and 4<sup>th</sup> Powder Division ashore for target practice. By order of Commanding Officer released M. L. White (A. & C) from solitary confinement and placed in quarters. Cover (A. & C) in solitary confinement on bread and water for insolence and disrespect. A Revenue Cutter passed bound up Bearpaw River. Received in Department 500 lbs. fresh provisions as follows: Beef 118<sup>3</sup>/<sub>4</sub> lbs. vegetables 118<sup>3</sup>/<sub>4</sub> lbs. Bread 95 lbs.

Mo. H. Williams  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair to clear. Light S.E. breezes. - J. H. Cumming (A. & C) and J. P. Brandt (A. & C) absent without leave. - Having left firing party on shore. Riding to fleet.

O. P. Lashley  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Clear and fine. - Bright moonlight. - Light N.E. air. Finished distilling at 9<sup>00</sup>

D. Beller.

Ensign

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

Ship *Essex* 35 Rate,  
*At anchor in Port Royal Sound. S. L.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air.	Sea.				
A. M.																	
1				<i>N. N. W.</i>	<i>North</i>		1			30.50	61	46	46	<i>b. c. m.</i>	<i>ci-cu</i>	2	
2				"	"		2			30.50	63	45	45	<i>b. c. m. w.</i>	"	1	
3				"	"		2			30.50	61	45	45	"	"	2	
4	<i>swinging to starboard.</i>			<i>various</i>	<i>N. N. W.</i>		23			30.49	60	45	45	"	"	2	
5				<i>S. E. x S.</i>	<i>N. N. E.</i>		23			30.49	63	45	45	"	"	3	
6				"	"		2			30.49	63	44	45	"	"	2	
7				"	"		12			30.50	64	44	45	<i>b. c. m.</i>	<i>cu</i>	5	
8				"	<i>N. E.</i>		2			30.50	57	45	44	<i>b. c. m.</i>	<i>ci-cu</i>	6	
9	<i>swinging to starboard.</i>			<i>S. E.</i>	"		3			30.50	54	47	48	"	"	6	
10				<i>N. E.</i>	"		3			30.50	55	48	50	"	<i>ci-cu</i>	6	
11				<i>N. N. W.</i>	"		2			30.50	57	48	50	"	"	6	
Noon.				"	"		2			30.50	57	48	50	"	"	6	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation

Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				<i>N. N. W.</i>	<i>E. N. E.</i>		3			30.49	57	56	52	<i>b. c. m.</i>	<i>cu</i>	5	
2				<i>N. N. W.</i>	<i>East</i>		3			30.47	57	57	54	"	"	3	
3				"	<i>E. N. E.</i>		3			30.48	57	56	54	"	<i>ci-cu</i>	4	
4				<i>N. N. W.</i>	<i>East</i>		3			30.47	57	56	54	"	"	3	
5	<i>swinging to starboard.</i>			<i>S. E.</i>	"		3			30.47	57	56	54	"	"	5	
6				<i>S. E. x S.</i>	"		3			30.47	57	55	53	"	"	2	
7				"	"		3			30.47	57	55	51	"	"	2	
8				"	"		2			30.47	57	52	51	"	"	3	
9				"	"		1			30.47	60	51	51	<i>b. c. m. w.</i>	"	3	
10	<i>swinging to starboard.</i>			<i>S. E.</i>	"		1			30.48	62	51	50	"	"	2	
11	<i>lull</i>			<i>various</i>	<i>N. E.</i>		1			30.48	62	50	50	"	"	4	
Mid.				<i>N. N. W.</i>	"		1			30.48	62	50	50	"	"	4	



under the command of

Commander E. J. Strong  
Tuesday Feb 8<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> Am  
Fair - cool and hazy. Light air to gentle breeze from N.  
to N. N. W. Barometer steady then falling. Riding the last current.

From 4<sup>00</sup> Am to 8<sup>00</sup> Am  
Cloudy - Light to gentle N. N. E to N. E breeze. Sent party ashore  
at 8<sup>00</sup> to fire at target. Executed morning orders.

J. J. Jordan,  
Lieutenant. U.S.N.

From 8<sup>00</sup> Am. to Meridian  
Cloudy. Light and gentle breeze from N. E. At 9<sup>30</sup> mustered at  
quarters. A. P. Brandt and Cummings (Appa 3 C) absent without leave.  
A. P. Brandt and Cummings (Appa 3 C) returned on board having joined  
the firing party ashore - After Powder Division engaged in target  
practice ashore with small arms.

M. Mulvey  
Lieutenant. U.S.N.

Meridian to 4<sup>00</sup> P.M.  
Fair - Gentle breeze from N. E. By order of Comdg. Officer placed  
Cummings (A. 3 C) and A. P. Brandt (A. 3 C) in double irons for seven days  
for leaving firing party on shore and remaining absent without  
authority. Presented five Dept. of S. & A. 113<sup>1</sup>/<sub>4</sub> lbs. each of beef or  
vegetables + 95 lbs. fresh bread. Engaged in small arm target  
practice on shore. Exercise at working topgallant yard.

W. H. Williams  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Cloudy and cool - Gentle to light breeze from East. Finished  
distilling fat 4<sup>00</sup>

W. H. Williams  
Ensign

From 8<sup>00</sup> P.M. to Midnight.  
Pleasant and hazy - Heavy dew. Light air from E to  
N. E. Barometer rising then steady. Riding to float 10<sup>45</sup>  
After 11<sup>15</sup> riding to sbt.

J. J. Jordan  
Lieutenant. U.S.N.

Examined and found to be correct.

John W. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal Sound, P.C.*

35 Rate,

Hour.	Error.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 5 P.M.				
A. M.													
1				<i>N. West</i>	<i>N. E</i>	<i>2</i>	<i>30.47</i>	<i>62</i>	<i>58</i>	<i>b.c.m.</i>	<i>cu</i>	<i>3</i>	
2				"	"	<i>2</i>	<i>30.47</i>	<i>63</i>	<i>58</i>	"	"	<i>3</i>	
3				"	"	<i>2</i>	<i>30.47</i>	<i>62</i>	<i>58</i>	"	"	<i>5</i>	
4	<i>swinging to</i>			<i>N. N. W</i>	"	<i>2</i>	<i>30.47</i>	<i>62.49</i>	<i>49</i>	"	"	<i>5</i>	
5	<i>flashed.</i>			<i>S. E x S</i>	<i>N. N. E</i>	<i>2</i>	<i>30.47</i>	<i>62</i>	<i>49</i>	"	"	<i>5</i>	
6				"	"	<i>2</i>	<i>30.47</i>	<i>62</i>	<i>49</i>	<i>b.c.m.</i>	"	<i>5</i>	
7				"	"	<i>2</i>	<i>30.47</i>	<i>62</i>	<i>49</i>	"	"	<i>5</i>	
8				<i>S. S. E</i>	"	<i>3</i>	<i>30.48</i>	<i>62</i>	<i>49</i>	"	"	<i>5</i>	
9				<i>S. E x S</i>	<i>N. E</i>	<i>2</i>	<i>30.50</i>	<i>60</i>	<i>58</i>	"	<i>st. cu</i>	<i>0</i>	
10	<i>swinging to</i>			<i>East</i>	"	<i>2</i>	<i>30.50</i>	<i>60</i>	<i>58</i>	"	"	<i>0</i>	
11	<i>flashed.</i>			<i>N. N. W</i>	"	<i>2</i>	<i>30.50</i>	<i>60</i>	<i>58</i>	"	<i>st. cu</i>	<i>0</i>	
Noon.				<i>N. W</i>	<i>East</i>	<i>2</i>	<i>30.57</i>	<i>59</i>	<i>58</i>	"	<i>cu. cu</i>	<i>0</i>	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

3 tons, 960 lbs.

Coal remaining on hand at noon,

88 " 780 "

P. M.													
1				<i>N. W</i>	<i>S. E</i>	<i>1/2</i>	<i>30.49</i>	<i>60</i>	<i>60</i>	<i>59</i>	<i>b.c.m.</i>	<i>cu. cu</i>	<i>0</i>
2				"	"	<i>1</i>	<i>30.48</i>	<i>63</i>	<i>62</i>	<i>60</i>	<i>b.c.m.</i>	"	<i>6</i>
3				"	"	<i>1</i>	<i>30.47</i>	<i>62</i>	<i>63</i>	<i>62</i>	"	"	<i>6</i>
4				"	"	<i>1</i>	<i>30.46</i>	<i>62</i>	<i>65</i>	<i>63</i>	"	"	<i>6</i>
5	<i>swinging to</i>			<i>E. N. E</i>	"	<i>1</i>	<i>30.46</i>	<i>60</i>	<i>64</i>	<i>61</i>	"	"	<i>6</i>
6	<i>flashed.</i>			<i>S. E</i>	"	<i>1</i>	<i>30.46</i>	<i>60</i>	<i>61</i>	<i>59</i>	"	"	<i>5</i>
7				"	<i>calm</i>	<i>0</i>	<i>30.47</i>	<i>60</i>	<i>57</i>	<i>58</i>	"	<i>cu</i>	<i>8</i>
8				"	"	<i>0</i>	<i>30.48</i>	<i>60</i>	<i>55</i>	<i>54</i>	"	"	<i>8</i>
9				"	<i>S. E</i>	<i>1</i>	<i>30.49</i>	<i>64</i>	<i>54</i>	<i>53</i>	<i>b.c.m.</i>	"	<i>8</i>
10				"	"	<i>1</i>	<i>30.49</i>	<i>62</i>	<i>51</i>	<i>51</i>	"	"	<i>8</i>
11	<i>swinging to</i>			<i>E. N. E</i>	"	<i>1</i>	<i>30.49</i>	<i>63</i>	<i>50</i>	<i>50</i>	"	"	<i>8</i>
Mid.	<i>flashed.</i>			<i>N. E x N</i>	"	<i>1</i>	<i>30.49</i>	<i>62</i>	<i>50</i>	<i>50</i>	"	"	<i>8</i>



under the command of

Commander E. J. Strong  
Wednesday Feb. 9<sup>th</sup>

U. S. Navy,  
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am.  
Cloudy and damp. Light N.E. breeze.

M. H. H. H.  
Lieutenant, U.S.N.

From 4<sup>00</sup> Am. to 8<sup>00</sup> Am.  
Cloudy and misty. Light to gentle breeze from N.E. Shot made  
first time. Sent firing party ashore at 8<sup>00</sup>

Isot M. H. H.  
Ensign

From 8<sup>00</sup> Am. to Meridian  
Cloudy & misty. Light breeze from N.E. At 9<sup>00</sup> mounted  
at quarters - Navigation Division engaged in small arm target  
practice ashore. At 11<sup>00</sup> lighter fired in boiler "A.B." At 11<sup>00</sup>  
commenced swinging to ebb.

A. J. Jackson  
Ensign

From Meridian to 4<sup>00</sup> P.M.

Fair and pleasant - Light S.E. by air. At 1<sup>00</sup> called all hands up  
anchors, got underway and stood up Port Royal Sound. At 2<sup>00</sup> made  
fast to upper buoy off Port Royal Naval Station with port  
chain - Draft of ship forward 13' 5" - aft 16' 9". At 1<sup>00</sup> made  
general signal to "Amphitrite" Int 4890. Which was answered  
by the affirmative pennant. Received the following msg. was  
message from "Amphitrite" - To Commanding Officer please  
take supper buoy off Naval Station.

H. H. H.  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Pleasant and hazy - Calm & light S.E. by air. Barometer  
steady then rising. Allowed fire to die out under two  
boilers. USS Amphitrite came in and made fast to buoy.  
Received on board in Dept. of Supplies & Accs. 118 1/2 lbs. fresh  
beef and vegetables and 95 lbs. bread.

J. J. Jordan.  
Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Clear and pleasant - Very damp. Light air from S.E.  
swinging to ebb between 11 & 11<sup>00</sup>

M. H. H. H.  
Lieutenant, U.S.N.

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal, S.C.*

35 Rate,

Hour.	Kites.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 6.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				N. N. x N.	N. E.		1			30.47	61	50	50	b.c.m.w.	cu	8	
2				"	"		1			30.46	60	50	50	"	"	8	
3				"	"		1			30.45	60	50	49	"	"	8	
4				"	"		1			30.45	60	50	49	"	"	8	
5	swinging to			E. N. E.	"		0.1			30.47	60	50	49	"	"	6	
6	from			S. E.	"		0.1			30.46	60	51	49	"	"	5	
7				"	"		0.1			30.48	60	50	49	b.c.m.	"	5	
8	"			"	"		0.1			30.49	60	50	49	"	"	5	
9				"	"		1			30.49	62	54	53	"	ci-cu	3	
10				"	"		1.2			30.50	60	56	52	"	"	2	
11	swinging to			East	"		1			30.50	61	61	60	"	"	4	
Noon.	left			N. N. N.	"		1			30.51	62	63	61	"	"	3	

Position at 8 A. M. { Latitude by  
 { Longitude by

{ Latitude by observation  
 { Longitude by observation  
 Position at noon: { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

400 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

tons, 1040 lbs.

Coal remaining on hand at noon,

86 " 1980 "

P. M.																	
1				N. N. x N.	N. E.		1			30.50	61	62	59	b.c.m.	ci-cu	4	
2				"	E. N. E.		2			30.48	62	62	57	"	"	4	
3				"	East		2.3			30.47	62	60	55	"	"	4	
4				"	"		3.4			30.47	61	60	52	"	"	4	
5	swinging to			N. N. N.	"		3			30.47	62	58	53	"	"	4	
6	from			S. E.	"		2			30.46	61	57	50	"	"	4	
7				"	"		1			30.46	62	53	52	"	"	4	
8				"	"		1			30.47	62	53	53	"	"	6	
9				"	"		1			30.47	62	52	51	b.c.m.	-	10	
10				"	"		2			30.47	62	52	51	"	-	10	
11				"	N. E.		2			30.47	63	51	51	"	-	10	
Mid.	swinging to			E. S. E.	"		1			30.48	62	50	50	b.c.m.	ci-cu	6	
	left																



under the command of

Commander E. P. Strong  
Thursday Feb. 10<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Fair and cool - misty - Light air from N.E.

Geo. W. Mearns  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Fair - Calm to light N.E. by airs

O. F. Hester  
Ensign

From 8<sup>00</sup> AM to Meridian

Cloudy and pleasant - Light N.E. by airs. At 9<sup>00</sup> mustered at  
quarters after which 1<sup>st</sup> and 2<sup>nd</sup> divisions exercised at  
Company drill. By order of Commanding Officer confined  
St. H. Trappatch (A.S.C.) for ten days in double room for  
repeated disobedience of orders.

D. S. Miller  
Ensign

Meridian to 4<sup>00</sup> P.M.

Pleasant and hazy - Light airs to moderate breeze from  
N.E. to E. Barometer falling then steady. Riding to abt. Saved out  
clothing & small stores. Received on board in Dept. Supplies  
& Accts. 118 3/4 lbs each pork beef and vegetables and 19 1/2 lbs  
buckwheat this date with Honorable discharge, by  
reason of expiration of term of enlistment, Carl Johnson (S.F. 12).

J. L. Jordan,  
Lieutenant. U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair - Light breeze to light airs from the East.

M. H. Hulme  
Lieutenant. U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Fair - misty and damp - Light airs and breeze from  
East and N.E. Ebb made at 11<sup>1/2</sup>

Geo. W. Mearns  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. Vassilator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal, S.C.*

35 Rate,

Hour.	Error.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Fog of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	at V.	Ther.	Air.	Wet Bulb.	Water at Surface.				
A. M.																			
1				<i>N. N. W.</i>	<i>N. E.</i>		<i>1</i>			<i>30.45</i>	<i>62</i>	<i>50</i>	<i>50</i>			<i>b.c.m.</i>	<i>ci-cu</i>	<i>3</i>	
2				"	"		<i>1</i>			<i>30.48</i>	<i>61</i>	<i>50</i>	<i>50</i>			"	"	<i>3</i>	
3				"	"		<i>1</i>			<i>30.47</i>	<i>59</i>	<i>50</i>	<i>50</i>			"	"	<i>4</i>	
4				"	"		<i>1</i>			<i>30.47</i>	<i>58</i>	<i>50</i>	<i>50</i>			"	"	<i>6</i>	
5			<i>beginning to rain</i>	<i>E. S. E.</i>	<i>S. E.</i>		<i>1</i>			<i>30.47</i>	<i>58</i>	<i>49</i>	<i>49</i>			<i>b.c.m.</i>	"	<i>6</i>	
6				<i>S. E.</i>	<i>S. E.</i>		<i>2</i>			<i>30.47</i>	<i>59</i>	<i>49</i>	<i>49</i>			"	"	<i>6</i>	
7					<i>E. S. E.</i>		<i>2</i>			<i>30.49</i>	<i>59</i>	<i>52</i>	<i>50</i>			"	<i>cu nim</i>	<i>2</i>	
8					<i>E. S. E.</i>		<i>2</i>			<i>30.50</i>	<i>60</i>	<i>53</i>	<i>53</i>			"	"	<i>4</i>	
9					<i>E. S. E.</i>		<i>2</i>			<i>30.50</i>	<i>59</i>	<i>53</i>	<i>53</i>			"	"	<i>5</i>	
10					<i>East</i>		<i>2</i>			<i>30.57</i>	<i>61</i>	<i>60</i>	<i>59</i>			"	<i>cu nim</i>	<i>6</i>	
11					<i>E. S. E.</i>		<i>2</i>			<i>30.57</i>	<i>61</i>	<i>60</i>	<i>62</i>			"	"	<i>6</i>	
Noon.					<i>E. S. E.</i>		<i>2</i>			<i>30.57</i>	<i>61</i>	<i>71</i>	<i>68</i>			"	"	<i>7</i>	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, 560 lbs.

Coal remaining on hand at noon,

84 " 1420 "

P. M.																			
1				<i>N. N. W.</i>	<i>E. S. E.</i>		<i>2</i>			<i>30.50</i>	<i>63</i>	<i>60</i>	<i>60</i>			<i>b.c.m.</i>	<i>ci-cu</i>	<i>6</i>	
2				<i>N. N.</i>	<i>S. E.</i>		<i>2</i>			<i>30.47</i>	<i>66</i>	<i>69</i>	<i>67</i>			"	"	<i>5</i>	
3				"	"		<i>2</i>			<i>30.47</i>	<i>66</i>	<i>70</i>	<i>67</i>			"	"	<i>5</i>	
4				<i>N. N. W.</i>	"		<i>2 3</i>			<i>30.47</i>	<i>67</i>	<i>68</i>	<i>65</i>			"	"	<i>5</i>	
5				"	<i>E. S. E.</i>		<i>2</i>			<i>30.47</i>	<i>67</i>	<i>68</i>	<i>66</i>			"	"	<i>5</i>	
6				<i>with</i>	"		<i>2</i>			<i>30.47</i>	<i>67</i>	<i>64</i>	<i>62</i>			"	"	<i>5</i>	
7				<i>S. E.</i>	"		<i>2</i>			<i>30.47</i>	<i>66</i>	<i>63</i>	<i>62</i>			"	<i>cu nim</i>	<i>4</i>	
8				"	"		<i>2</i>			<i>30.47</i>	<i>66</i>	<i>60</i>	<i>62</i>			"	"	<i>6</i>	
9				"	"		<i>2</i>			<i>30.47</i>	<i>67</i>	<i>59</i>	<i>60</i>			<i>b.c.m.</i>	"	<i>7</i>	
10				"	<i>S. E.</i>		<i>2</i>			<i>30.47</i>	<i>67</i>	<i>61</i>	<i>61</i>			"	"	<i>8</i>	
11				"	"		<i>2 3</i>			<i>30.46</i>	<i>67</i>	<i>61</i>	<i>61</i>			"	"	<i>8</i>	
Mid.				"	"		<i>2</i>			<i>30.46</i>	<i>67</i>	<i>60</i>	<i>60</i>			"	"	<i>6</i>	



under the command of

Commander F. J. Strong  
Friday Oct. 11<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Fair - Light Nely air Riding to abt.

O. T. Lufkin  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Cloudy - Light air to light breeze from S.E. to E.S.E.

A. S. Lufkin  
Ensign

From 8<sup>00</sup> AM to Meridian.

Pleasant and hazy. Light breeze from E to E.S.E. Barometer rising then steady. Riding to floor. At 9<sup>00</sup> mustered at quarters. Exercised Apprentices at General Quarters. At 10<sup>00</sup> exercised Apprentices at loosing and furling. H. Henry (Apt.) reported his term of enlistment as having expired.

J. J. Jordan  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Fair weather - Light to gentle breeze from E.S.E. to S.E. Lumber sent ashore to spare bright wood-work. Received from Naval Station 24 coaling baskets. Received in Dept of S.C. 120 lb each fresh beef & vegetables & 90 lb bread. By order of Comd'g Officer J. A. Boyer (A.S.C.) was released from confinement term having expired and J. C. Turner (A.S.C.) was placed in solitary confinement for five days on bread and water - offense - using abusive and foul language in speaking to an Officer. Exercised sending up and down light yard.

M. W. Hughes  
Lieutenant, U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Cloudy to fair - Light breeze from E.S.E. Flood made at 5<sup>00</sup>

Lt. W. R. R. R.  
Ensign

From 8<sup>00</sup> P.M. to Midnight.  
Fair - Light to gentle breeze from S.E. to E. Riding to floor.

O. T. Lufkin  
Ensign

Examined and found to be correct.

John L. Stewart  
Lieut. - Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal, S.C.*

30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sun.
					Direction by Standard Compass.					Height in inches.	Ther. at 54.	Air.	Wet Bulb.				
A. M.																	
1				S. S. E	S. E		2			30.43	67	60	60	b. m. w	cu		6
2				N. N	South		2			30.40	66	60	60	"	"		5
3				"	"		2			30.39	65	57	57	"	"		2
4				"	"		2			30.39	65	56	56	"	"		6
5				"	"		0.1			30.38	65	56	56	"	"		8
6				"	"		0.1			30.38	65	56	56	"	cu		6
7				E. S. E	S. S. N		0.1			30.39	65	56	56	b. c. m.	"		6
8				S. E	S. N		/			30.40	65	57	56	"	"		5
9				S. E x S	N. E		/			30.41	65	61	61	"	cu-st		2
10				"	N. S. N		2			30.41	64	64	63	"	"		2
11				"	N. E		/			30.41	65	66	64	"	"		4
Noon.				"	N. E		/			30.41	65	71	67	"	"		6

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

700 gallons.

Water distilled during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

1 tons, 720 lbs.

Coal remaining on hand at noon,

133 " 700 "

P. M.																	
1				N. N. N	N. E		2			30.38	63	74	69	b. c. m.	cu-st		5
2				N. N	South		2			30.36	65	63	61	"	"		4
3				"	"		2			30.40	65	63	62	"	"		4
4				"	S. N		2			30.40	66	68	65	"	"		3
5				"	"		/			30.40	66	63	62	"	"		2
6				"	"		/			30.40	66	60	59	"	"		2
7				South	East		/			30.41	65	60	57	b. c. m. w	cu		4
8				S. E	"		/			30.42	66	60	60	"	"		6
9				S. E x S	"		/			30.43	66	60	60	"	"		7
10				S. E	"		/			30.43	66	60	60	"	"		7
11				"	S. N		/			30.42	66	58	58	"	"		7
Mid.				S. E x S	"		/			30.42	64	58	58	"	"		6



under the command of

Commander E. P. Strong  
Saturday Feb 12

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Fair - heavy dew. Light S by breeze.

A. B. Sellen  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Pleasant and hazy. Calm and light air from S to S.W. Barometer rising. Swung to flood at 6<sup>15</sup>. Coal lighter came alongside at 7<sup>25</sup>. Started coaling ship at 7<sup>30</sup>.

J. Jordan  
Lieutenant. U.S.N.

From 8<sup>00</sup> AM to Meridian

Cloudy to fair. Light air to light breeze from the West to N. S. W. At 10<sup>00</sup> finished coaling and started to clean up. Received in Equip. Dept. 5<sup>14</sup>/<sub>60</sub> tons coal. By order of Comdr. Officer E. P. Sherman (A.S.C.) and E. L. Gray (A.S.C.) were confined in double iron for four days for offense - malicious mischief.

W. H. Hulse  
Lieutenant. U.S.N.

Meridian to 4<sup>00</sup> P.M.

Cloudy and pleasant - light breeze from West South and S. W. By order of Commanding Officer released C. Horn (C.B.M.) from confinement and placed H. J. Belcher (A.S.C.) in solitary confinement on bread and water for five days for "cathring market - at arm - a vile name." Received in Dept. S. T. 120 lbs. beef and vegetables and 96 lbs. of bread.

Geo. W. Hulse  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Cloudy - Light variable air. At 6<sup>30</sup> commenced swinging to flood.

A. B. Sellen  
Ensign

From 8<sup>00</sup> P.M. to Midnight.

Fair - heavy dew. Light variable air.

A. B. Sellen  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

Ship *Essex*  
*At anchor in Port Royal. S.C.*  
 30 Rate,

Hour.	Wind.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				S. E.	S. W.	2			30.41	63	58	57		b. m. w.	cu	5	
2				N. W.	"	1			30.41	63	58	58		"	"	6	
3				"	"	1			30.40	63	58	58		"	"	6	
4				"	West	1			30.40	63	57	57		"	"	7	
5				"	"	1			30.38	63	57	55		"	"	7	
6				"	N. N. W.	0.1			30.37	63	54	53		"	"	7	
7				"	"	0.1			30.40	61	54	53		b. m.	cu	6	
8				"	"	0.1			30.41	61	54	53		"	"	6	
9				S. E. 1/2 E.	N. W.	1.2			30.43	61	56	54		"	cu	6	
10				S. E.	N. E.	2			30.42	62	58	56		"	"	6	
11				"	"	1.2			30.39	62	62	59		"	"	6	
Noon.				"	E. x N.	1			30.38	62	66	62		"	"	8	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water *distilled* during the preceding 24 hours, 600 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons, 1680 lbs.

Coal remaining on hand at noon, 131 " 1260 "

P. M.																	
1				S. E.	E. S. E.	2			30.37	62	66	62		b. c. m. cu	6		
2				East	"	2			30.33	63	63	60		"	"	6	
3				N. N. x N.	"	2.3			30.31	62	60	58		"	"	6	
4				"	"	2.3			30.31	61	60	58		"	"	6	
5				"	"	2			30.31	62	59	57		"	"	6	
6				"	"	2			30.30	61	58	56		"	"	5	
7				N. N. N.	"	1			30.30	62	53	53		b. c. m. w.	"	5	
8				E. S. E.	"	1			30.31	63	53	53		"	"	5	
9				S. E.	East	1			30.32	63	57	57		"	cu	6	
10				"	"	1			30.32	61	57	57		"	"	8	
11				"	"	1			30.32	61	57	57		"	"	9	
Mid.				"	"	1			30.32	61	57	57		"	"	9	



under the command of

Commander E. I. Strong  
Sunday, Feb. 13

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Pleasant and hazy. Heavy dew. Light air to light  
breeze from S. W. to S. Barometer falling very slowly. At 1<sup>00</sup>  
swinging to ebb current.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Fair overhead. misty on river banks. Very wet. Light air and  
breeze from S. W. to S. From 7<sup>00</sup> to 8<sup>00</sup> swinging to flood.

J. D. Jordan,  
Lieutenant, U.S.N.

From 8<sup>00</sup> AM to Meridian

Fair and misty. Light air and breeze from S. by S. veering to  
S. E. and East. At 9<sup>00</sup> mustered at quarters. Commanding Officer  
inspected ship and crew. Also Divine Service, Commanding  
Officer officiating. Riding to flood.

M. H. Hulme  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Fair - Light to gentle breeze from E. S. E. At 1<sup>45</sup> swinging to  
ebb. Sent liberty party ashore.

Geo. W. Wilson  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair - Heavy dew last half of watch. Light breeze to  
light air from E. S. E.

A. T. Lockman  
Ensign

A. H. Sellers  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Fair, cool and hazy - Light air from East. Barometer  
steady. Riding to flood current.

J. D. Jordan,  
Lieutenant, U.S.N.

Examined and found to be correct.

John H. Stewart  
Lieut. Navigator

## LOG of the UNITED STATES

Rate,

*Ship Essex*  
*At anchor in Port Royal S.C.*

35

Hour.	Wind.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of tides.
				Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1			S. E	Calm	0			30.29	60	57	57		h. am	ci-cu	9	
2			"	"	0			30.29	60	57	57		"	"	9	
3			S. S. W	"	0			30.29	60	57	57		"	"	8	
4			S. W	S. S. W	1			30.29	60	57	57		"	"	8	
5			"	"	1			30.29	60	57	57		"	"	7	
6			"	"	1			30.30	60	57	57		"	"	7	
7			"	"	1			30.29	60	49	49		"	"	7	
8			"	"	1			30.29	60	49	49		h. am	"	7	
9			N. N. W	"	1			30.31	59	49	49		"	"	7	
10			S. E	S. W	1			30.31	59	53	53		"	ci-cu	3	
11			"	"	1			30.30	59	61	58		"	"	3	
Noon.			"	"	1			30.29	60	61	63		"	"	3	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water - *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

650 "

2800 "

/ tons, 1000 lbs.

130 " 260 "

P. M.																
1			S. E	S. S. E	1			30.26	61	67	63		h. am	ci-cu	1	
2			"	calm	0			30.23	61	63	59		"	"	1	
3			S. W	S. S. W	1			30.23	62	64	60		"	"	1	
4			S. W	"	3			30.23	61	61	57		"	"	2	
5			"	"	3			30.23	61	60	56		"	"	2	
6			"	"	2			30.23	60	58	54		"	ci-cu	3	
7			"	"	2			30.23	64	57	52		"	"	7	
8			"	"	2			30.23	60	54	52		"	"	8	
9			S. E. S	"	2			30.23	66	52	57		"	"	8	
10			"	"	2			30.23	66	52	57		"	"	6	
11			"	"	2			30.23	60	52	57		"	"	6	
Mid.			"	"	2			30.23	64	52	57		"	"	6	



under the command of

Commander E. P. Strong  
Monday. Feb. 14<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> Am  
Clear, misty and very damp. Calm 1<sup>st</sup> three hours. Light air  
from S. S. W. last hour. At 3<sup>00</sup> riding to ebb.

W. H. L. L.  
Lieutenant, U.S.N.

From 4<sup>00</sup> Am. to 8<sup>00</sup> Am.  
Cloudy and misty. Light air from S. S. W. Received in Dept.  
S. S. R. 120 lbs. beef and vegetables and 96 lbs. of bread.

W. H. L. L.  
Ensign

From 8<sup>00</sup> Am. to Meridian  
Cloudy. Light air from S. S. W. At 9<sup>00</sup> mustered at quarters.  
At 9<sup>00</sup> Banded Battalion at Naval Station for drill. Painting ship  
inside. At 8<sup>00</sup> owing to flood.

W. H. L. L.  
Ensign

Meridian to 4<sup>00</sup> P.M.

Cloudy and pleasant. Calm and light variable air to gentle  
breeze from S. S. W. last hour. Engaged in painting about 4000  
P. M. Received fresh provisions as follows. 96 lbs. fresh  
beef and 120 lbs. each of beef and vegetables. By order of  
the Commanding Officer. Captain J. H. Harding (A. S. C.) for five  
days in double rations for continued discharge of Jordan.

W. H. L. L.  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Fair and pleasant. Barometer steady. Gentle to light  
breeze from S. S. W. Riding to ebb current.

J. H. Jordan  
Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight  
Clear and pleasant. Light S. S. W. breeze. At 8<sup>00</sup> riding to flood.

W. H. L. L.  
Lieutenant, U.S.N.

Examined and found to be correct.

John H. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

30 Rate,

*Ship Essex*  
*At anchor in Port Royal, P.R.*

Hour.	Kites.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, by Ash. Wet.	Water at Surface.				
A. M.																	
1				S. E 1/2 S	S. S. W		2			30.29	64	52	50	bc	cu	6	
2				"	"		1			30.21	64	57	53	"	"	8	
3				S. E 1/2 S	"		1			30.19	62	57	50	"	"	8	
4				S x E	S. W		1			30.16	62	57	49	"	"	4	
5				N. W	"		1			30.13	62	57	49	bc, m	"	2	
6				"	"		2			30.13	62	57	49	"	"	6	
7				"	"		2			30.13	62	57	49	"	"	5	
8				"	"		2			30.10	62	57	50	"	"	6	
9				"	N. S. W		2			30.14	63	52	57	"	"	4	
10				N. S. W	"		2			30.13	64	53	53	"	"	4	
11				S. E	West		3			30.12	62	58	57	"	"	4	
Noon.				S. E x E	"		3.4			30.09	63	61	61	"	"	4	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

550 gallons.

450 "

2700 "

1 tons, 1800 lbs.

125 " 700 "

P. M.																	
1				S. S. E	N. S. W	4.7				30.04	60	70	66	bc, m	cu	4	
2				"	"	4.7				29.99	67	71	61	"	"	4	
3				S. W	S. W	4.7				29.97	67	71	61	"	"	4	
4				West	N. S. W	4.7				29.90	68	71	62	"	"	4	
5				N. W x W	"	4.6				29.95	68	69	62	"	"	3	
6				"	"	4.5				29.96	68	67	60	"	"	1	
7				N. W	"	3				29.99	68	65	59	bc, m	"	6	
8				"	N. S. W	3				30.00	67	64	58	"	"	6	
9				"	"	3.5				30.06	67	64	56	bc, m	"	5	
10				N. S. E	"	4.7				30.11	66	62	50	"	"	4	
11				N. S. W	N. S. W	5.7				30.11	68	60	54	"	"	5	
Mid.				S. W	N. W	5.7				30.16	68	58	57	"	"	5	



under the command of

Commander E. I. Strong  
Tuesday, Feb. 15<sup>th</sup>

, U. S. Navy,  
18 98.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4<sup>00</sup> AM  
Fair to cloudy and cool - Light air and breeze from  
S. S. W. and S. W.

Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM  
Fair and misty - Light air to light breeze from S. W. Ebb tide

Ensign

From 8<sup>00</sup> AM. to Meridian  
Cloudy and pleasant - Light to moderate breeze from N. E. W. to West  
At 9<sup>00</sup> muster at quarters after which sent 1<sup>st</sup> 2<sup>nd</sup> + 3<sup>rd</sup> Divisions  
ashore for company drill. Received the following stores from  
the Naval Station in Construction Department: - 5 gals. kerosene  
5 gals. turpentine, 10 gals. raw linseed oil, 25 lbs. yellow ochre in oil.  
By authority of the Bureau of Navigation enlisted H. H. Vapier  
as an Apprentice 3<sup>rd</sup> class to serve during minority. Detail  
magazine and shell room floor coaks.

Ensign

Meridian to 4<sup>00</sup> P. M.

Pleasant and hazy. Moderate to very fresh breeze from N. E. W. to  
S. W. Barometer falling. Riding to float until 3<sup>00</sup> when started to  
swing to ebb. By order of Commanding Officer released from  
confinement J. J. Cummings (A. B. C.) and A. P. Grant (A. B. C.) expiration  
of confinement. By same authority confined S. E. Jennings (A. B. C.)  
for 10 days in double iron for insubordination and disrespect  
to an Officer, and A. J. Bates (A. B. C.) for 5 days in double iron  
S. E. Rembold (A. B. C.) 4 days and J. Quinn (A. B. C.) 4 days in  
double iron each for repeated disobedience of orders. Received  
on board in Dept. Supplies 2 Accts. 120 lbs. each of beef and  
vegetables and 96 lbs. bread.

Ensign

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Generally clear - Very hazy. Sun set as if in smoke. Fresh to  
gentle breeze from S. E. W. Bar. rising.

Ensign

From 8<sup>00</sup> P. M. to Midnight

Cloudy - misty and squally. Gentle to stiff breeze with fresh squalls from  
N. E. W. rising to N. E. Got starboard anchor ready for letting go.  
Good moon at 10<sup>00</sup>

Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. \* Navigation

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal, S.C.*

*3d* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air.	Wet Bulb.	Water at Surface.				
A. M.																	
1				S. E. x S	N. W.	5.7			30.18	65	52	40		hazy	cu	8	
2				"	"	5.7			30.21	64	50	44		"	"	8	
3				"	"	5.6			30.21	62	49	44		"	"	8	
4				"	"	4.5			30.24	61	49	44		"	"	8	
5				East	"	3.4			30.26	61	46	44		"	"	7	
6				N. W.	"	3.4			30.29	59	44	43		"	"	6	
7				"	"	3			30.30	58	43	42		hazy	"	5	
8				"	"	3			30.30	57	43	41		"	"	4	
9				"	"	3			30.37	56	43	40		"	"	5	
10				N. W. x S	N. W. x S	3.4			30.37	55	42	41		"	"	6	
11				N. W. x S	"	3			30.39	55	45	44		"	"	5	
Noon.				S. S. E	"	3			30.37	56	57	46		"	"	6	

Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at noon:	Latitude by observation	0	'	"
	Longitude by observation	0	'	"
	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water *distilled* during the preceding 24 hours, 550 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons, 1720 lbs.

Coal remaining on hand at noon, 126 " 1220 "

P. M.																	
1				S. E.	N. W.	3			30.37	56	56	50		hazy	cu	6	
2				"	"	3			30.35	60	57	57		"	"	6	
3				"	"	2.3			30.34	62	57	57		"	"	6	
4				"	"	2			30.33	62	57	57		"	"	6	
5				S. S. E	"	2			30.33	62	55	50		"	"	4	
6				N. W.	"	1			30.36	62	52	50		"	"	3	
7				N. W. x S	calm	0			30.36	64	57	49		"	"	2	
8				"	N. W.	1			30.37	65	49	47		"	"	4	
9				"	"	1			30.42	65	49	47		"	"	5	
10				N. W.	"	1			30.42	65	48	47		hazy	"	5	
11				"	"	1			30.42	63	47	46		"	"	6	
Mid.				S. E.	calm	0			30.42	62	47	46		"	"	8	



under the command of

Commander E. J. Strong  
Wednesday Feb. 16<sup>th</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Clear - Moderate to very fresh N. W. breeze blowing in squalls  
decreasing in force - Flood tide.

O. P. Jackson  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Fair and cool. Gentle breeze from N. W.

A. F. Bellamy  
Ensign

From 8<sup>00</sup> AM to Meridian

Fair and hazy. Gentle to moderate breeze from N. W. to N. N. W.  
Barometer rising then falling. Riding to left until 11<sup>00</sup> when started  
sailing to left. At 9<sup>30</sup> anchored at quarters. Rept. light sails  
crossed light yards and bent the gear. By order of Comdg. Officer  
released from confinement, E. L. Spray (A. B. C.) and S. W. Graham (A. B. C.)  
expiration of confinement. By same authority confined J. L. Roman  
(A. B. C.) for 5 days in double irons for disobedience of orders - also  
confined J. H. Sater (A. B. C.) in double irons to await trial by summary  
court martial. Received on board in Dept. Supplies Accts. 120 lbs  
each beef and vegetables and 96 lbs. bread.

J. W. Jordan  
Lieutenant. U. S. N.

Meridian to 4<sup>00</sup> P. M.

Generally clear - Smoke and haze. Gentle S. W. breeze. Bar. Falling  
slowly. By order of Comdg. Officer, E. C. Farmer (A. B. C.) was re-  
leased from confinement after having expired, and C. L. Demurek  
(A. B. C.) was placed in solitary confinement on bread & water for  
four days - Hence - Disrespectful to the Officer of the Deck. At 2<sup>00</sup>  
J. H. Sater (A. B. C.) was brought to the mast and a copy of specifica-  
tions preferred against him, were read to him.

W. H. Hulse  
Lieutenant. U. S. N.

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Cloudy - misty - Light air and breeze from N. W. Calm then hazy.

L. W. Manges  
Ensign

From 8<sup>00</sup> P. M. to Midnight

Fair - misty - Calm to light air from N. W. At 11<sup>00</sup>  
commenced sailing to left.

O. P. Jackson  
Ensign

Examined and found to be correct.

John L. Stewart  
Lieut. - Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal, S.C.*

30 Rate,

Hour.	Keels.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at ft.	At the Bulb.	At the Surface.	At the Bulb.	At the Surface.				
A. M.																		
1				S. E	Calm	0			30.43	60	46	45			h.c.m.	ci-cl	5	
2				"	"	0			30.43	59	45	45			"	"	5	
3				"	"	0			30.42	59	45	45			h.c.	"	6	
4				"	"	0			30.42	59	45	45			"	"	6	
5				"	N. N.	0.1			30.41	58	46	45			"	"	5	
6				"	"	0.1			30.40	58	46	45			"	"	4	
7				N. N. N.	N. E	1			30.40	60	47	47			"	"	5	
8				N. N. N. x N.	"	1			30.40	60	48	47			"	"	5	
9				"	E. N. E	1			30.37	53	57	47			h.c.m.	ci-cl	3	
10				"	"	2			30.32	53	53	57			"	"	4	
11				"	East	2.4			30.32	53	56	52			v.c.m.g.	ci-cl	0	
Noon.				North	"	3.5			30.31	57	57	52			"	"	0	

Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at noon:	Latitude by observation	0	'	"
	Longitude by observation	0	'	"
	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water - distiller during the preceding 24 hours, 550 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons, 1800 lbs.

Coal remaining on hand at noon, 124 " 1660 "

P. M.																		
1				S. E	East	4.5			30.47	58	57	54			h.c.m.g.	ci-cl	2	
2				"	"	4.5			30.40	58	57	54			"	"	2	
3				S. E 1/2 E	"	4.5			30.40	58	57	54			v.c.m.g.	"	0	
4				"	"	4.5			30.43	57	56	54			"	"	0	
5				"	"	4.5			30.43	57	56	53			h.c.m.g.	ci-cl	4	
6				E x S	E. N. E	4.5			30.42	56	54	52			"	"	2	
7				North	"	4.6			30.39	60	54	52			"	"	6	
8				N. N. N.	"	4.6			30.40	61	54	52			"	"	2	
9				"	"	4.6			30.40	63	57	50			"	"	1	
10				"	East	4.6			30.42	64	60	58			v.c.m.g.	"	0	
11				N. N. x N	E. S. E	4.6			30.42	64	60	58			"	ci-cl	0	
Mid.				N. N. N.	"	4.6			30.40	65	60	58			"	"	0	



under the command of

Commander E. P. Strong  
Thursday, Oct. 17<sup>th</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Clear and cool.

D. S. Miller  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Clear overhead. Light fog around horizon. Calm and light air  
from N. E. to E. S. E. Barometer rising. At 10<sup>00</sup> awing to start

J. S. Jordan.  
Lieutenant. U.S.N.

From 8<sup>00</sup> AM to Meridian

Cloudy to overcast. Hazy. Light air to stiff breeze from E. S. E. to  
the East. At 9<sup>45</sup> mustered at quarter and at 10<sup>45</sup> exercising  
loosening & furling sail. Received in Dept. of S. Acc'ts. 120 lbs. each fresh  
beef and vegetables and 96 lbs. bread. Lowered sailing launch.

W. H. Hume  
Lieutenant. U.S.N.

Meridian to 4<sup>00</sup> P.M.

Cloudy to overcast. Moderate breeze with stiff squalls from East.  
Floor made at 12<sup>00</sup>. At 2<sup>00</sup> a Summary Court Martial of which Lieut.  
J. Stewart was senior member convened for the trial of J. S.  
Salas (A. S. C.) and at 3<sup>00</sup> adjourned to await the action of the  
convening authority. At 2<sup>00</sup> the "Amphitrite" got underway and  
stood down the river. At 1<sup>15</sup> half masted colors with the  
"Amphitrite" and station as a mark of mourning for the Maine  
disaster to be worn as until further orders by order of Comd'g Officer released J. S. Salas (A. S. C.) and  
placed J. S. Salas (A. S. C.) in solitary confinement for four days on bread & water for impertinence to an Officer.

Geo. W. Higgins  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Cloudy. Moderate to fresh breeze from East & E. S. E. blowing  
in squalls. Sent liberty party ashore.

W. Lechen  
Ensign

From 8<sup>00</sup> P.M. to Midnight

to overcast and squally. Moderate to fresh breeze from East  
& E. S. E.

D. S. Miller  
Ensign

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Port Royal SC* <sup>30</sup> Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, dry.	Air, wet.	Surface.	At surface.	At surface.				
A. M.																				
1				S. E	S. E		5.7			30.37	64	61	60				o.c.m.g.	cu	0	
2				"	"		5.7			30.34	66	60	60				o.c.m.g.	min	1	
3				"	"		5.7			30.32	68	62	61				"	"	0	
4				"	"		5.6			30.30	69	61	60				"	"	0	
5					S. S. E		5.6			30.27	69	61	60				o.c.m.g.	"	0	
6				E. S. E	"		4.5			30.26	69	61	60				o.c.m.g.	"	0	
7				E. S. E	"		4.5			30.26	69	61	60				"	"	0	
8				S. W	"		4.5			30.26	69	61	60				o.c.m.g.	"	0	
9				"	South		4.5			30.25	64	60	60				"	"	0	
10				"	S. S. W		4.5			30.26	63	62	62				"	"	0	
11				"	"		4.5			30.27	63	62	62				"	"	0	
Noon.				"	"		4.5			30.27	64	62	64				o.c.m.g.	"	1	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water *distilled* during the preceding 24 hours, 600 "

Water remaining on hand fit for use at noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 1160 lbs.

Coal remaining on hand at noon, 123 " 500 "

P. M.																				
1				S. W	S. W		3			30.25	60	66	65				h.c.m.	a. p.	3	
2				S. E	"		2			30.22	66	67	66				"	"	1	
3				"	South		2			30.20	66	69	67				"	"	1	
4				"	S. S. E		2			30.20	66	63	62				h.c.m.	cu-ci	3	
5				"	"		2			30.18	63	61	62				o.c.m.g.	cu	0	
6				"	South		2			30.17	62	59	59				"	"	0	
7				"	"		2			30.17	63	58	57				"	"	0	
8				S. W	"		1			30.18	64	57	57				h.c.m.	"	4	
9				S. W x N	"		1			30.19	60	56	56				h.c.m.	cu-min	5	
10				"	"		1			30.21	64	57	57				"	"	4	
11				S. W	S. E		1			30.23	66	56	56				"	"	4	
Mid.				"	variable		10			30.23	66	56	56				"	"	4	



under the command of

Commander E. P. Strong  
Friday, Feb. 15

U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4<sup>00</sup> AM  
Overcast. cloudy-mist and rain. Stiff breeze with fresh to very fresh squalls from S.E. Barometer falling. Riding to float.

J. D. Jordan.  
Lieutenant. U.S.N.

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM

Overcast - squally & rainy. Moderate to fresh breeze from S.E. to the South. At 8<sup>00</sup> riding to float. Execute morning orders. Receive cutter Colfax from Appian at 7<sup>40</sup>

M. Mulvey  
Lieutenant. U.S.N.

From 8<sup>00</sup> AM to Meridian

Overcast breaking away last hour. Moderate breeze with stiff puffs from South and S.E. - Night-battalion ashore for drill. Received in Sept. 7<sup>50</sup> A. 120 lbs each of beef and vegetables and 96 lbs of bread. Honorably discharged this day Peter Mc. Donogh (F.I.C.) from the U.S. Naval Service by reason of expiration of enlistment. By order of Commanding Officer placed.

Peterson, Cpt. Maestas - at. Arma in charge of Acting Chief Maestas at Arma to await following men returned 1/4 hours overtime - F. Davis (Lt) H. Hall (Lt) J. Peterson (C.M.A.A.) E. J. Brown (Cox) E. A. Jenkins (Sea Lt) W. H. Thompson (C) J. H. Green (C.P.) W. H. Murphy (Lt) V. Miller (S.C.4C) A. Barata (C.M.S.C.) J. Davis (Baltimore) J. O. Newman (Cox).

W. H. Thompson  
Ensign

Meridian to 4<sup>00</sup> P.M.

Cloudy. Foggy last hour. Light to gentle breeze from S.E. to S.S.E. At 1<sup>00</sup> P.M. Peterson (C.M.A.A.) was brought to the mast and delivered a copy of specifications preferred against him.

W. H. Thompson  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Dense fog - Light breeze from South.

W. H. Thompson  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Foggy. Calm and light air from S to S.E. Barometer rising then steady. Riding to float current.

J. D. Jordan.  
Lieutenant. U.S.N.

Examined and found to be correct.

John W. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

Ship *Essex*  
At anchor in Port Royal SC

35 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETRIC.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Rep. of Clear Sky, in Part.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Therm. at 50°	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>N. N. x N.</i>	<i>N. E.</i>	<i>1</i>			<i>30.23</i>	<i>65.59</i>	<i>59</i>		<i>o.c. fm</i>	<i>cu</i>	<i>0</i>	
1				<i>S. E.</i>	<i>N. N. N.</i>	<i>2</i>			<i>30.23</i>	<i>65.59</i>	<i>59</i>		"	"	<i>0</i>	
2				"	"	<i>2</i>			<i>30.23</i>	<i>65.59</i>	<i>59</i>		"	"	<i>0</i>	
3				"	"	<i>2</i>			<i>30.23</i>	<i>65.58</i>	<i>59</i>		"	"	<i>0</i>	
4				"	"	<i>2</i>			<i>30.21</i>	<i>65.58</i>	<i>59</i>		"	"	<i>0</i>	
5				"	"	<i>2</i>			<i>30.23</i>	<i>65.58</i>	<i>59</i>		"	"	<i>0</i>	
6				"	"	<i>1</i>			<i>30.23</i>	<i>65.58</i>	<i>59</i>		"	"	<i>0</i>	
7				"	"	<i>1</i>			<i>30.26</i>	<i>65.56</i>	<i>56</i>		<i>o.c. fm</i>	"	<i>0</i>	
8				<i>N. N. N.</i>	"	<i>1</i>			<i>30.29</i>	<i>65.56</i>	<i>56</i>		"	"	<i>0</i>	
9				<i>N. N.</i>	"	<i>1</i>			<i>30.29</i>	<i>57.56</i>	<i>56</i>		"	"	<i>0</i>	
10				<i>N. N. x N.</i>	"	<i>1</i>			<i>30.29</i>	<i>57.56</i>	<i>56</i>		"	"	<i>0</i>	
11				"	"	<i>1</i>			<i>30.27</i>	<i>57.56</i>	<i>56</i>		"	"	<i>0</i>	
Noon.				"	"	<i>1</i>							"	"	<i>0</i>	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *distilled* during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons, 1960 lbs.

Coal remaining on hand at noon,

121 " 780 "

P. M.																
1				<i>N. N. x N.</i>	<i>N. N. N.</i>	<i>0.1</i>			<i>30.24</i>	<i>60.57</i>	<i>57</i>		<i>o.c. f</i>	<i>sta. f.</i>	<i>0</i>	
2				<i>N. N.</i>	"	<i>0.1</i>			<i>30.23</i>	<i>61.58</i>	<i>58</i>		"	"	<i>0</i>	
3				<i>S. E.</i>	<i>calm</i>	<i>0</i>			<i>30.21</i>	<i>62.61</i>	<i>61</i>		<i>o.c. m</i>	"	<i>0</i>	
4				"	<i>S. S. E.</i>	<i>0.1</i>			<i>30.20</i>	<i>62.62</i>	<i>62</i>		"	"	<i>0</i>	
5				"	<i>S. E.</i>	<i>1</i>			<i>30.20</i>	<i>62.57</i>	<i>57</i>		"	"	<i>0</i>	
6				"	"	<i>2</i>			<i>30.22</i>	<i>62.57</i>	<i>57</i>		"	<i>cu</i>	<i>0</i>	
7				"	"	<i>2</i>			<i>30.21</i>	<i>63.57</i>	<i>57</i>		<i>o.c. f</i>	"	<i>0</i>	
8				"	<i>calm</i>	<i>0</i>			<i>30.22</i>	<i>64.57</i>	<i>57</i>		"	"	<i>0</i>	
9				<i>N. N. x N.</i>	<i>N. E.</i>	<i>1</i>			<i>30.22</i>	<i>65.57</i>	<i>57</i>		<i>o.c. f.</i>	"	<i>0</i>	
10				"	"	<i>2</i>			<i>30.22</i>	<i>66.57</i>	<i>57</i>		<i>o.c. f.</i>	"	<i>0</i>	
11				"	"				<i>30.21</i>	<i>66.57</i>	<i>56</i>		<i>o.c. f.</i>	"	<i>0</i>	
Mid.				"	"				<i>30.20</i>	<i>67.56</i>	<i>56</i>		"	"	<i>0</i>	



under the command of

Commander E. P. Strong  
Saturday Feb. 18<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am

Overcast, foggy and wet. At 1<sup>40</sup> fog lifted enough to see lights on shore. Light air to light breeze from N.E. to N.N.W. At 2<sup>00</sup> riding to flood.

M. H. Hulse  
Lieutenant. U.S.N.

From 4<sup>00</sup> am. to 8<sup>00</sup> am

Foggy - light air and breeze from N.N.W. Ebb made at 7<sup>40</sup>

A. W. H. Hulse  
Ensign

From 8<sup>00</sup> am to Meridian

Foggy - clearing towards end of watch - light air from N.E. to N.W. By order of Comdg. Officer confined in double ironed for four days Jackson R. H. (A.3.C.) - Royce E. (A.3.C.) - James Disobedience by orders and not obeying order of Gun captain to clean bright work respectively

O. T. Locks  
Ensign

Meridian to 4<sup>00</sup> P.M.

Overcast and foggy - calm to light variable air. By order of Commanding Officer released from confinement. J. Lubin (A.3.C.) and J. H. Harding (A.2.C.) expiration of confinement. At 2<sup>45</sup> a summary Court Martial of which J. H. Stegert, Lieutenant. U.S.N. is senior member met for the trial of James Peterson, chief Machinist at Amr. Court adjourned to await action of convening authority at 3<sup>45</sup>

D. B. Sells  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Overcast and foggy. Calm and light breeze from S.E. Barometer rising then steady. Riding to flood.

J. H. Jordan  
Lieutenant. U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Overcast - foggy - fair and wet. Occasional drizzle and rain. Light air to light breeze from N.E.

M. H. Hulse  
Lieutenant. U.S.N.

Examined and found to be correct.

John W. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

*Ship Euxa*  
*At anchor in Port Royal, S.C.*

*325* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 56°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at surface.				
A. M.																	
1				N. W. x N	N. E	2			30.19	65	56	56		o.c.m.v	en		0
2				"	East	2			30.17	66	53	53		"	"		0
3				S. E	E. S. E	2.4			30.15	66	53	53		o.c.m.d	en.vt		0
4				"	S. W	1			30.15	66	52	52		"	"		0
5				"	"	1			30.10	66	52	52		o.c.f	"		0
6				"	"	1			30.08	66	52	52		"	"		0
7				"	"	1			30.08	66	52	52		"	"		0
8				"	"	0.1			30.11	66	57	57		"	"		0
9				West	"	1			30.10	64	61	61		"	"		0
10				N. W	"	2			30.08	63	60	60		h.c.f	ci-en		3
11				"	"	2.3			30.08	63	62	61		h.c.m	ci-en		4
Noon.				"	"	2			30.06	63	64	62		"	ci-en		6

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

400 "

2700 "

1 tons, 920 lbs.

149 " 2100 "

P. M.																	
1				<i>N. W</i>	<i>S. E</i>	<i>2.3</i>			<i>30.03</i>	<i>66</i>	<i>67</i>	<i>65</i>	<i>h.c.m</i>	<i>ci-en</i>		<i>7</i>	
2				<i>N. S. W</i>	<i>N. S. W</i>	<i>3.5</i>			<i>30.00</i>	<i>67</i>	<i>69</i>	<i>65</i>	<i>h.c.m.g</i>	"		<i>6</i>	
3				"	"	<i>3.5</i>			<i>29.99</i>	<i>70</i>	<i>70</i>	<i>67</i>	"	"		<i>8</i>	
4				<i>S. E x S</i>	"	<i>3.5</i>			<i>29.97</i>	<i>69</i>	<i>71</i>	<i>65</i>	"	"		<i>6</i>	
5				"	"	<i>3.5</i>			<i>29.97</i>	<i>69</i>	<i>70</i>	<i>65</i>	"	"		<i>6</i>	
6				"	"	<i>2</i>			<i>29.97</i>	<i>68</i>	<i>67</i>	<i>64</i>	<i>h.c.m</i>	<i>ci-en</i>		<i>5</i>	
7				"	"	<i>3.5</i>			<i>29.99</i>	<i>68</i>	<i>65</i>	<i>61</i>	"	"		<i>3</i>	
8				<i>S. S. E</i>	<i>N. N. W</i>	<i>4.6</i>			<i>30.01</i>	<i>69</i>	<i>64</i>	<i>57</i>	"	"		<i>4</i>	
9				<i>N. N. W</i>	"	<i>4.7</i>			<i>30.03</i>	<i>68</i>	<i>61</i>	<i>52</i>	<i>h.c.f</i>	"		<i>4</i>	
10				<i>N. W</i>	<i>N. W</i>	<i>5.8</i>			<i>30.08</i>	<i>67</i>	<i>57</i>	<i>52</i>	"	"		<i>4</i>	
11				"	"	<i>5.6</i>			<i>30.07</i>	<i>66</i>	<i>55</i>	<i>57</i>	"	"		<i>2</i>	
Mid.				"	"	<i>4.6</i>			<i>30.08</i>	<i>65</i>	<i>53</i>	<i>50</i>	"	"		<i>2</i>	



under the command of

Commander E. J. Strong.  
Sunday Feb. 20<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Foggy. Light airs to moderate breeze shifting from N.E. to S.W.  
through. Each Floo made at 2<sup>00</sup>.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Foggy. Light S.W.ly air

Lt. W. Higgins  
Ensign

P. J. Jackson  
Ensign

From 8<sup>00</sup> AM to Meridian  
Foggy first half of watch, clearing last half, light breeze from S.W. At 9<sup>30</sup>  
mustered at quarters, after which Commanding Officer inspected ship  
and crew. Marched to muster and published sentence of summary  
court martial in the case of Joseph H. Baker (A.B.C.) sentenced to discharge  
from the service with bad conduct discharge. - Held divine service  
Commanding Officer presiding. By order of Commanding Officer released  
from confinement H. H. Knappe (A.B.C.) expiration of confinement  
Paymaster received fresh provisions as follows: - 96 lbs. fresh bread  
and 120 lbs. each of fresh beef and vegetables. By order of the Commanding  
Officer J. H. Lake A.B.C. was released from confinement and declared a prisoner at large.

H. H. Lake  
Ensign

Meridian to 4<sup>00</sup> PM  
Pleasant, and hazy around horizon. Light to gentle breeze with  
stiff squalls from S.E. to N.E. W. Barometer falling. Riding to 10<sup>00</sup>  
until 3<sup>15</sup> when coming to anchor. By order of Comdg. Officer released  
from confinement S. D. Rembert (A.B.C.) - A. J. Bates (A.B.C.) - C. L.  
Demerut (A.B.C.) and C. B. Gibbs (A.B.C.) expiration of confinement.  
By same authority confined A. J. Nick (A.B.C.) for two days, and F. H.  
London (A.B.C.) for 14 days, each in solitary confinement, for being  
and water, the former for repeated disobedience of orders, the  
latter for disobedience of orders.

W. Jordan  
Lieutenant. U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Cloudy - Hazy & squally - Light to fresh breeze from N.E. to N.W.  
with S. shifts to southerly and back again about 5<sup>00</sup>

M. H. Hulse  
Lieutenant. U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Cloudy and cool - Moderate to stiff breeze with fresh puffs from N.W.  
and N.E. Ebb made at 8<sup>00</sup>

Lt. W. Higgins  
Ensign

John H. Stewart  
Lieut. Navigator

Examined and found to be correct.

## LOG of the UNITED STATES

35 Rate,

*Ship Ennea*  
*At anchor in Port Royal, S.C.*

Hour.	Beats.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Dep. of Cloud S.W. by symbols.	State of the Sea.
					Direction by Standard Compass.		Force.		Height in inches, at 4.	Ther.	At Dry Bulb.	At Wet Bulb.	Water at Surface.							
A. M.																				
1				N. N	N. N		35		30.10	64	57	47					bcg.	cu. cir.	3	
2				"	"		46		30.11	64	46	46					"	cu. cir.	6	
3				"	"		46		30.13	64	44	41					"	cu.	7	
4				S. S. N	"		46		30.13	64	42	39					"	"	8	
5				S. E	"		46		30.12	64	40	38					"	"	7	
6				"	"		46		30.12	60	39	37					"	"	8	
7				S. S. E	"		45		30.11	58	39	37					"	"	6	
8				"	"		45		30.13	57	39	37					"	"	6	
9				"	"		46		30.13	57	40	38					"	fo. ca.	6	
10				N. N x N	"		46		30.13	57	40	38					"	"	6	
11				N. N	N. N. N		46		30.13	57	41	38					"	"	6	
Noon.				"	"		46		30.13	57	42	39					"	"	6	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distiller* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

600 "

2800 "

tons, 1800 lbs.

118 " 300 "

P. M.																				
1				N. N	Sheet	46			30.09	49	45	41					bcg.	fo. ca.	4	
2				"	"	46			30.07	53	46	43					"	"	5	
3				"	"	46			30.08	53	43	40					"	"	5	
4				Sheet	"	46			30.09	53	42	39					"	"	5	
5				S. S. S	"	46			30.09	57	41	38					"	"	4	
6				"	"	46			30.11	57	40	38					"	cu.	2	
7				"	"	46			30.11	57	40	38					bcg.	cu. cir.	0	
8				"	"	46			30.13	57	39	37					"	"	3	
9				S. S. E	"	46			30.11	57	39	36					"	cu.	6	
10				Sheet	"	45			30.11	60	38	36					"	"	8	
11				N. N	"	44			30.17	58	38	36					"	"	8	
Mid.				"	"	34			30.17	57	38	35					bc	"	8	



under the command of

Commander E. J. Strong  
Monday, Feb. 21<sup>st</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Fair - Gentle to fresh N.W. by breeze blowing in squalls.  
Slack water at 3<sup>15</sup>

O. T. Latham  
Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM  
Clear and cool. Moderate to stiff breeze blowing in squalls  
from N.W.

A. B. Bell  
Ensign

From 8<sup>00</sup> AM. to Meridian

Clear and cool. Moderate breeze with fresh squalls from N.W. to N.W. by  
Barometer steady. Sinking to ebb at 9<sup>15</sup>. At 9<sup>15</sup> mustered at quarters.  
Sent companies ashore for drill. By order of Comdg. Officer released  
from confinement J. J. Connor (A.S.C.) expiration of confinement.

W. J. Jordan  
Lieutenant. U.S.N.

Meridian to 4<sup>00</sup> P.M.

Cloudy and cool. Moderate to fresh breeze from the West in squalls  
At 12<sup>15</sup> went to quarters & mustered & published court martial  
sentence in case of James Peterson (Ch. M.A.) sentence Reduction to the  
next inferior rating Detach of M.A.S. at Annapolis. James Peterson  
(M.A.S.) was then released from confinement and restored to duty.  
By order of Comdg. Officer the following named Apprentices were con-  
fined in double irons for ten days for repeated & persistent dis-  
obedience of orders viz. A. J. Bates (A.S.C.) J. J. Quinn (A.S.C.) H. H. Applegate (A.S.C.)  
J. H. Harding (A.S.C.). Recd in Dept. of S.O.A. 125 lbs. each fresh beef  
& vegetables & 96 lbs. of bread. Also 50 undershirts, 100 pair drawers,  
100 pair socks, 100 pair shoes. 36 doz. rubber buttons, 1000 pair sailing  
laundry. Prepared the dress ship to move.

W. T. Hume  
Lieutenant. U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Cloudy to overcast. Blowing fresh in puffs from the Westward. Sent  
steam launch in shore for the night. Riding to floor.

Geo. W. Hume  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Clear - Gentle to fresh breeze from West blowing in squalls and decreasing  
in force. Sinking to ebb at 10<sup>00</sup>

O. T. Latham  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. T. Navigator.

## LOG of the UNITED STATES

*Ship Esca*  
*At anchor in Port Royal. SC* 30 Rate,

Hour.	Error.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forme of Clouds, by symbols.	Temp. of Air, Sea, & Wind.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches, at 0.	Ther.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1				<i>N. N</i>	<i>Sheet</i>	<i>30</i>			<i>30.16</i>	<i>53</i>	<i>38</i>	<i>35</i>	<i>b. g.</i>	<i>cu</i>	<i>8</i>	
2				"	"	<i>30</i>			<i>30.15</i>	<i>52</i>	<i>36</i>	<i>34</i>	"	"	<i>9</i>	
3				"	"	<i>30</i>			<i>30.15</i>	<i>53</i>	<i>36</i>	<i>34</i>	"	"	<i>9</i>	
4				"	"	<i>3</i>			<i>30.14</i>	<i>53</i>	<i>34</i>	<i>32</i>	<i>b.</i>	"	<i>10</i>	
5				<i>S. E</i>	<i>N. N</i>	<i>3</i>			<i>30.16</i>	<i>53</i>	<i>34</i>	<i>32</i>	"	"	<i>10</i>	
6				"	"	<i>4</i>			<i>30.24</i>	<i>53</i>	<i>34</i>	<i>32</i>	<i>b. c.</i>	<i>cu</i>	<i>7</i>	
7				"	<i>Sh. N. N</i>	<i>4</i>			<i>30.30</i>	<i>53</i>	<i>33</i>	<i>31</i>	"	"	<i>6</i>	
8				<i>S. E x E</i>	<i>N. N</i>	<i>4</i>			<i>30.33</i>	<i>54</i>	<i>35</i>	<i>33</i>	"	"	<i>6</i>	
9				<i>S. E 1/4 E</i>	<i>Sheet</i>	<i>4 1/2</i>			<i>30.33</i>	<i>54</i>	<i>36</i>	<i>34</i>	"	"	<i>8</i>	
10				<i>S x E</i>	<i>Sh. N</i>	<i>4 1/2</i>			<i>30.19</i>	<i>57</i>	<i>38</i>	<i>35</i>	"	"	<i>8</i>	
11				<i>N. N</i>	"	<i>4 1/2</i>			<i>30.21</i>	<i>57</i>	<i>39</i>	<i>36</i>	"	<i>fo. cu</i>	<i>8</i>	
Noon.				"	"	<i>4 1/2</i>			<i>30.19</i>	<i>58</i>	<i>40</i>	<i>37</i>	"	"	<i>8</i>	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water *distiller* during the preceding 24 hours, 500 "

Water remaining on hand fit for use at noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 1320 lbs.

Coal remaining on hand at noon, 116 " 1220 "

P. M.																
1				<i>N. N</i>	<i>N. N. N</i>	<i>4 1/2</i>			<i>30.17</i>	<i>58</i>	<i>42</i>	<i>39</i>	<i>b. c.</i>	<i>fo. cu</i>	<i>8</i>	
2				"	"	<i>4 1/2</i>			<i>30.17</i>	<i>59</i>	<i>41</i>	<i>42</i>	"	"	<i>8</i>	
3				"	"	<i>4</i>			<i>30.16</i>	<i>60</i>	<i>47</i>	<i>40</i>	"	"	<i>8</i>	
4				"	"	<i>3 1/2</i>			<i>30.16</i>	<i>62</i>	<i>49</i>	<i>40</i>	"	"	<i>7</i>	
5				<i>S. E x S</i>	"	<i>3 1/2</i>			<i>30.16</i>	<i>64</i>	<i>49</i>	<i>40</i>	"	"	<i>7</i>	
6				"	"	<i>3 1/2</i>			<i>30.19</i>	<i>65</i>	<i>47</i>	<i>43</i>	"	"	<i>7</i>	
7				"	"	<i>3</i>			<i>30.21</i>	<i>66</i>	<i>48</i>	<i>41</i>	"	"	<i>7</i>	
8				"	"	<i>2</i>			<i>30.23</i>	<i>67</i>	<i>43</i>	<i>41</i>	"	"	<i>8</i>	
9				"	"	<i>3</i>			<i>30.26</i>	<i>67</i>	<i>44</i>	<i>41</i>	"	"	<i>9</i>	
10				<i>South</i>	"	<i>3</i>			<i>30.30</i>	<i>64</i>	<i>43</i>	<i>40</i>	<i>b.</i>	"	<i>10</i>	
11				<i>N. N</i>	"	<i>3</i>			<i>30.30</i>	<i>62</i>	<i>43</i>	<i>40</i>	"	"	<i>10</i>	
Mid.				"	"	<i>2</i>			<i>30.29</i>	<i>62</i>	<i>43</i>	<i>40</i>	"	"	<i>10</i>	



under the command of

Commander E. J. Strong  
Tuesday Feb. 22<sup>nd</sup>

, U. S. Navy,  
, 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Clear and cold - Gentle to stiff breeze from West

D. B. Bell  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Clear and cold. Gentle to moderate breeze from S. to N. W. Barometer rising. Dressed ship, rainbow fashion, at sun rise in honor of the day

J. J. Jordan,  
Lieutenant. U.S.N.

From 8<sup>00</sup> AM to Meridian  
Clear and cold. Moderate to fresh breeze from the West to S. W. At 9<sup>30</sup> mustered at quarters. Subst. Henry (Alpoth) was temporarily discharged this date. At 12<sup>00</sup> fired a gun salute in honor of the day. Battery at Station did same. Filled magazine and shell room for week.

M. H. Hume  
Lieutenant. U.S.N.

Meridian to 4<sup>00</sup> P.M.

Fair and cool - Moderate breeze with stiff puffs from S. W. Received in Dept. 5 and 150 lbs of beef and vegetables and 96 lbs of bread. By order of Commanding Officer relieved. A. J. Stick (P.C.) given confinement and placed in Clark (L.C.) and solitary confinement for four days for break and water for disobedience of orders.

Geo. W. Higgins  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Clear - Light to moderate S. W. Windy breeze. Flood made at 4<sup>00</sup>

A. J. L. L. L.  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Clear and pleasant - Gentle to light breeze from S. W. W.

D. B. Bell  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. T. Navigation.

## LOG of the UNITED STATES

*Ship Essex* 30 Rate,  
*At anchor in Port Royal, P.R. and making passage to Hampton Roads, Va.*

Hour.	Revs.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Ship's Log, S.W. by mile.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Therm. at 0.	Air.	Wet Bulb.				
A. M.																
1				<i>N. N.</i>	<i>N. N. N.</i>	1			30.30	61	40	39	<i>bc</i>	<i>fc. cu</i>	9	
2				"	"	1			30.30	61	39	38	"	"	8	
3				"	"	1			30.30	62	37	36	"	"	8	
4				"	"	1			30.30	63	37	36	"	"	8	
5				<i>S. E.</i>	"	1			30.30	62	37	36	"	"	8	
6				"	"	1			30.31	61	37	36	"	"	7	
7				"	"	2			30.31	60	38	37	"	"	6	
8				"	"	2			30.31	60	38	37	"	"	7	
9				"	"	2			30.37	59	43	43	<i>bc. m</i>	"	7	
10				<i>various</i>	<i>South</i>	0.1			30.38	56	50	47	"	<i>cu</i>	9	
11				"	"	1.2			30.38	55	48	46	"	"	7	
Noon.				"	"	1.2			30.37	52	48	46	"	"	7	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by *observation* *bearing*  
 Longitude by *observation* *"*  
 Latitude by D. R.  
 Longitude by D. R.

0 ' "  
 0 ' "  
 32 0 37' 30" *N.*  
 80 0 30' " *N.*  
 0 ' "  
 0 ' "

Course made good since preceding noon:

*S. S. E.*

Distance made good since preceding noon:

15 miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

Position at 8 P. M. {

Latitude by

Longitude by

*D. R.*  
*D. R. from P. M. obs.*

32 0 36' " *N.*  
 79 0 19' " *N.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

10 tons, 2240 lbs.

Coal remaining on hand at noon,

105 " 1460 "

P. M.																	
1	6	7	6.7	<i>N. E. x S</i>	<i>South</i>	1.2			30.35	57	55	52	55	<i>bc. m</i>	<i>cu</i>	8	<i>S</i>
2	12	8	19.5	"	"	1.2			30.31	58	54	52	55	<i>bc. m</i>	"	10	"
3	8	1	27.6	"	"	2			30.31	58	53	51	53	<i>bc. m</i>	"	10	"
4	7	9	35.5	"	"	2			30.30	58	53	51	55	<i>bc. m</i>	<i>cu</i>	7	"
5	7	9	43.4	"	"	3			30.30	60	52	50	55	"	"	7	"
6	8	0	51.4	"	"	3			30.31	62	51	49	55	<i>bc. m. w</i>	"	7	"
7	7	8	59.2	"	<i>S. S. N.</i>	3			30.32	64	52	50	55	"	"	7	"
8	7	3	66.5	"	<i>S. N. x S.</i>	3			30.33	66	51	51	55	"	"	7	"
9	7	7	74.2	"	<i>N. N.</i>	2			30.35	65	53	51	57	<i>bc. m</i>	<i>sto</i>	9	"
10	7	1	81.3	"	"	2			30.36	65	53	51	59	<i>bc. m</i>	"	10	"
11	7	7	89.0	"	"	2			30.36	64	53	51	60	"	"	10	"
Mid.	7	5	96.5	"	"	2			30.36	64	53	51	61	"	"	10	"



under the command of

Commander E. P. Strong.  
Wednesday Feb. 23<sup>rd</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> Am  
Clear and cold. Light air from N. N. W. Barometer steady.  
Ebb current.

From 4<sup>00</sup> Am. to 8<sup>00</sup> Am

Clear and cold. Misty over river banks. Light air to light breeze from N. N. W. At 4<sup>45</sup> riding to Govt. At 5<sup>45</sup> started fires in A. B. & B. boilers. At 7<sup>00</sup> sent up royal garb. Executed morning orders.

J. F. Jordan,  
Lieutenant. U.S.N.

From 8<sup>00</sup> Am to Meridian

Fair and cool - Light air and breeze from N. N. W. and South. Made preparations for sea. At 8<sup>30</sup> turned over engines. At 9<sup>30</sup> unfurled ship and slid down the river. Commanding Officer at the helm. At 10<sup>00</sup> exchanged greetings with the Amphibite at anchor on firing grounds and then made out. 5834. Amphibite arriving with a firmative. At end entrance buoy ahead distance  $\frac{3}{4}$  mile, ship's head E. N. E. Under steam alone. Av. steam 50. Av. rev. 40. Draught of ship forward 13'-6" - aft 16'-6". By order of Commanding Officer released 25. Royer and R. H. Jackson (App. B. C.) from confinement. Received in Dept. of Sanit. 240 lbs of beef and vegetables and 192 lbs of bread.

McKibben  
Lieutenant. U.S.N.

Geo. M. Higgins  
Engine

Meridian to 4<sup>00</sup> P.M.

Clear and fine. Light air to light breeze from South. Barometer falling. At 12<sup>00</sup> both departures from entrance below of Port Royal Sound closed aboard. Put over board log reading 0, and set course N. E. & E. (p.c.) Got both lower anchors on bows & secured them. By order of Comdg. Officer conveyed to Royer (A. B. C.) & B. Harrington (A. B. C.) in double ironed for sea and from days respectively. Unprovoked assault on another apprentice & repeated disobedience of orders. Steaming with boiler B. C. & D. Av. steam 50 lb. Av. rev. 44. At clock back. 25 minutes.

W. T. Lecker  
Engine

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Clear and cool - misty around horizon - Gentle breeze from South to S. W. & N. Barometer rising. Put course under steam alone. At 7<sup>00</sup> stopped engines and coupler in 13 fathom - Average steam 40. Average revolutions 44. Reversal sail in eight first half of watch.

D. S. Miller  
Engine

From 8<sup>00</sup> P.M. to Midnight

Pleasant - light haze around horizon - Light breeze from N. W. Barometer rising then steady. Steaming a course N. E. & E. under steam alone. Av. steam 40 lb. Av. rev. 40.

J. F. Jordan  
Lieutenant. U.S.N.

John H. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Making passage from Port Royal, S.C. to Hampton Roads, Va.* 30<sup>th</sup> Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.																				
1	8	2	4.7	N. 6 x E	N. N		12			30.35	63	53	57	61	b.c.m.	cu	7	S		
2	7	7	12.4	"	"		2			30.35	64	54	52	61	"	"	7	"		
3	7	8	20.2	"	"		2			30.35	63	54	52	61	"	"	8	"		
4	8	0	28.2	"	N. N x N		2			30.35	65	54	52	63	"	"	9	"		
5	7	5	35.7	"	N. N		2			30.36	65	53	53	63	"	"	8	"		
6	7	8	43.5	"	West		2			30.36	65	57	53	64	"	"	6	"		
7	7	8	57.3	"	"		2			30.36	62	57	52	64	"	"	7	"		
8	7	8	59.1	"	"		2			30.37	62	58	53	60	"	"	7	"		
9	7	3	66.4	"	N. E		1			30.37	61	59	56	56	"	"	7	"		
10	7	6	74.0	"	"		1			30.35	63	65	62	61	"	"	7	"		
11	5	4	79.4	"	South		12			30.35	64	67	63	65	"	"	9	"		
Noon.	7	9	87.3	"	"		2			30.37	63	67	63	66	"	"	9	"		

Position at 8 A. M. { Latitude by *D. R.* 33° 16' " N.  
 Longitude by *Am. obs.* 77° 44' " W.  
 Latitude by observation *of* 33° 39' " N.  
 Longitude by observation 77° 07' " W.  
 Position at noon: { Latitude by D. R. 33° 39' " N.  
 Longitude by D. R. 77° 07' " W.

Course made good since preceding noon: *N. 6 x E 1/2 E.*  
 Distance made good since preceding noon: 196 miles.  
 Distance by Log since preceding noon: 187.3 miles.

Current per hour: 0.5 miles, set *N.* true.  
 Position at 8 P. M. { Latitude by *D. R.* 34° 14' " N.  
 Longitude by *from P. M. obs.* 76° 11' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water — during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2100 "

Coal consumed during the preceding 24 hours, 9 tons, 1580 lbs.

Coal remaining on hand at noon, 95 " 2120 "

P. M.																				
1	4	6	91.9	N. 6 x E	South	3				30.32	65	65	61	69	b.c.m.	cu	8	S		
2	3	9	96.9	N. E	"	4				30.29	65	64	60	69	"	"	7	"		
3	8	1	10.9	"	N. S. N	46				30.26	65	64	59	69	b.c.m. g.	cu. sh.	5	M		
4	6	4	17.3	"	"	5				30.25	65	63	59	69	"	"	5	"		
5	6	2	23.3	N. 6 1/2 E	"	5.6				30.23	65	62	57	71	"	"	5	"		
6	7	9	32.9	"	S. N x N	5.6				30.24	65	63	57	70	"	"	5	"		
7	7	9	40.8	"	West	5.7				30.25	67	62	57	69	"	cu	7	"		
8	7	6	48.4	"	"	5.7				30.27	66	60	52	62	b.c.m. g.	"	8	"		
9	5	3	55.1	N. E x N	N. N. N	5.6				30.29	66	58	54	63	"	"	8	"		
10	3	6	58.7	"	"	4.5	1			30.30	65	57	54	63	"	"	7	"		
11	6	0	64.7	"	"	4				30.30	63	57	53	66	b.c.m. h.	"	7	"		
Mid.	7	3	72.0	"	"	4				30.30	62	57	53	66	"	"	7	"		



under the command of

Commander E. P. Strong,  
Thursday, Feb. 24<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear and pleasant. Light airs and breeze from N. N. W. to N. N. E. Under steam alone. Steam pressure 45 lb. At. revolutions 4 1/2

M. H. Hulse  
Lieutenant. U.S.N.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Fair and pleasant. Light breeze from N. N. E. and West. Steaming on course N. E. x E. At. steam 41. At. Rev. 4 1/2. Lighted a square rigged vessel to N. and N. E. standing to S. East tow.

Geo. W. Hulse  
Ensign

From 8<sup>00</sup> AM to Meridian

Clear and fair. Light variable airs to light Southerly breeze. Barometer steady. At 9<sup>30</sup> mustered and inspected at quarters after which inspected bag, clothing of Apprentices. At 11<sup>00</sup> rounded up 18 1/2 tons water bottom white sand & bk. specks & shells. Steaming with boilers B.C. & D. At. steam pressure 42 lb. At. Rev. 4 1/2.

A. P. Hulse  
Ensign

Meridian to 4<sup>00</sup> P.M.

Clear - cool and pleasant. Gentle to stiff breeze from South to N. S. E. Barometer falling. By order of Commanding Officer changed course at 12<sup>00</sup> to N. E. (S. 91.9) At 1<sup>00</sup> stopped firing and at 3<sup>00</sup> Uncoupled the propeller - called all hands make sail and made all plain sail to topgallant sails except main sail and spanker. Bunked fire and commenced distilling. At 3<sup>00</sup> rounded up 2 fathoms - coarse gray sand. By order of Commanding Officer released A. H. London (A. S. D.) expiration of confinement and conveyed to Nelson (A. S. D.) for 4 days solitary confinement on bread & water for direct disobedience of orders. Paymaster served out clothing and small stores to Apprentices. Several boats in sight all of water.

A. P. Hulse  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Pleasant. Breeze lightening to N. E. Last hour of watch. Stiff breeze with fresh squalls from S. E. to N. E. Barometer rising. Steering a course N. E. with 1/2 S. when by order of Comdr. Officer changed course to N. E. x E. N. E. change of sail several feet in height. Weather colored and answered salute of an Austrian steamer passing to the S.

J. W. Jordan  
Lieutenant. U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Clear - mild - Lightning to N. E. Moderate to very fresh breeze from the West to N. N. W. At 8<sup>00</sup> changed course to N. E. x E. (S. 91.9) At 9<sup>00</sup> carried away ropes on all deck & main rigging. Took in 1/2 S. sails. Took single reef in main topsail, set main byedde & spanker. At 9<sup>00</sup> chummed fire. At 10<sup>00</sup> hove to and couple stow. Started ahead on engine - took in 1/2 S. sails & spanker. At 11<sup>00</sup> took in fore sail. At 12<sup>00</sup> got coming in 4 1/2 fms gray sand with black specks & pebbles.

M. H. Hulse  
Lieutenant U.S.N.

John W. Stewart  
First Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Making passage from Port Royal S. C. to Hampton Roads, Va.* 35 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 54.	Bar. at 54.	Air at 54.	Wet Bulb.				
A. M.																	
1	7	0	72.0	N. E. x N.	N. N. W.	4			30.30	62	57	54	66	b. m.	-	10	S
2	6	9	85.9		"	3			30.28	62	57	53	67	"	-	10	"
3	5	5	98.5	N. E. x E.	"	3			30.24	62	57	53	67	"	-	10	"
4	7	5	1.0	N. E. x N.	"	2			30.25	62	57	53	67	"	-	10	"
5	2	8	8.1	N. 1/4 E.	St. N. W.	2.4			30.25	62	57	51	67	"	-	10	"
6	6	9	15.0	"	"	3			30.26	61	49	47	47	b. c. m.	Sto	7	"
7	2	5	22.5	"	N. N. W.	3			30.28	59	46	48	45	"	"	7	"
8	7	3	29.8	"	"	3			30.27	53	47	45	45	"	"	7	"
9	7	3	37.1	"	South	3			30.27	54	48	46	46	"	"	8	"
10	7	1	44.2	N. x W.	"	2			30.27	54	49	47	46	"	"	8	"
11	6	4	50.6	"	N. W.	2.3			30.25	53	47	46	46	"	cu	8	"
Noon.	7	7	58.3	"	West	2			30.21	57	50	48	47	"	"	8	"

Position at 8 A. M. { Latitude by *D. R. & bearings* 35° 52' " N  
 Longitude by *Sto* 75° 15' " W  
 Latitude by observation *70* 36° 04' " N  
 Longitude by observation *Sto* 75° 20' " W  
 Position at noon: { Latitude by D. R. & bearings *Sto* 36° 01' " N  
 Longitude by D. R. *Sto* 75° 21' " W

Course made good since preceding noon: *N. 31° E*  
 Distance made good since preceding noon: 170 miles.  
 Distance by Log since preceding noon: 166 miles.  
 Current per hour: - miles, set true.

Position at 8 P. M. { Latitude by 0 " "  
 Longitude by 0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 410 gallons.

Water *distilled* during the preceding 24 hours, 50 "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, 13 tons, 400 lbs.

Coal remaining on hand at noon, 82 " 1720 "

P. M.																	
1	5	8	66.0	N. x 1/2 W.	S. W.	3			30.17	60	50	45	46	b. c. m.	Sto. cu	7	S
2	7	9	73.9	"	S. S. W.	3			30.15	60	57	49	45	"	"	4	"
3	7	9	81.8	"	"	3			30.14	61	53	51	44	"	"	3	"
4	7	7	89.5	"	South	3			30.11	61	50	49	44	"	"	2	"
5	7	6	97.1	"	"	1.2			30.11	61	48	47	44	"	cu. w.	2	"
6	7	4	45	"	N. N. E.	2			30.13	62	47	45	44	"	"	4	"
7	7	5	12.0	"	"	2			30.14	62	45	44	44	"	cu. Sto	7	"
8	3	3	14.1	N. x 1/2 W.	N. N. W.	2			30.17	61	44	44	44	b. c. m.	cu	7	"
9	6	3	25.9	"	"	4.5			30.21	58	44	44	44	b. c. g.	-	10	"
10	6	1	32.0	N. x 1/2 W.	N. x W.	5.7			30.22	55	45	43	43	"	cu	9	"
11	6	7	38.7	N. W.	South	6.7			30.24	53	45	35	35	"	"	9	"
Mid.	3	9	42.6	At anchor	N. N. W.	6.7			30.25	55	35	35	35	"	"	9	"



under the command of

Commander E. P. Strong  
Friday Feb. 25<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> Am

Fair and misty. Moderate decreasing to light breeze from S. S. W. At 3<sup>30</sup> took in fore and aft sail. At end of order steam alone. Course N. 6 x E. Steady N. 6 x E. Last third of second hour. At 2<sup>30</sup> picked up Diamond Shoal Lightship. At 3<sup>40</sup> Lightship bore S. S. W. (S. S. W.) distant 2 miles. Distant like lights of three steamers standing to the S. W. Ar. steam 44. Ar. rev. 40

W. H. H. H. H.  
Ensign

From 4<sup>00</sup> Am. to 8<sup>00</sup> Am

Clear and pleasant. Light to stiff breeze from S. S. W. + S. W. Barometer rising. At 4<sup>15</sup> changed course to N. 1/4 E (S. 1/4 E) Steaming with boilers. B. S. W. D. Ar. steam 43 lbs. Ar. rev. 42.

J. T. L. L. L.  
Ensign

From 8<sup>00</sup> Am. to Meridian

Clear - cool and pleasant. Light S. W. by breeze. Barometer falling. At 9<sup>30</sup> mustered at quarters after which went to general quarters, secured and then went to fire quarters. Unbent main topsail. By order of Commanding Officer changed course at 9<sup>30</sup> to S. S. W. (S. 1/4 E) By same authority converted to S. S. W. (A. 30) for three days in double irons for disobedience of orders. On course under steam alone - Average steam 42. Average revolutions 40.

A. S. S. S. S.  
Ensign

Meridian to 4<sup>00</sup> P. M.

Pleasant - cool and hazy. Gentle breeze from S. S. W. Barometer falling. During a course N. x W. under steam alone. At 12<sup>00</sup> by order of Comdg. Officer changed course to S. x W. 1/2 E. General sail in sight. Ar. steam 45 lbs. Ar. rev. 40. By order Comdg. Officer released from confinement S. S. Jennings (A. 30) expiration of confinement.

J. J. J. J. J.  
Lieutenant, U. S. N.

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Cloudy to clear. Light air + breeze from the south. S. S. W. to S. S. W. Bent main topsail + got anchors ready for letting go. At 6<sup>00</sup> sighted lights of Cape Henry + Charles. At 7<sup>00</sup> changed course to S. S. W. (S. 1/4 E) At 7<sup>30</sup> to S. S. W. (S. 1/4 E) and at 7<sup>45</sup> to S. S. W. (S. 1/4 E) Standing into Chesapeake Bay. Two steamers in sight at end of watch.

W. H. H. H. H.  
Lieutenant, U. S. N.

From 8<sup>00</sup> P. M. to Midnight

Clear to fair. Stiff + very fresh squalls from between North and S. S. W. Steaming standing in Virginia Capes in narrow, reversed between N. 1/4 W. + N. 1/4 W. and S. S. W. Commanding Officer coming + passed close to Thimble Shoal Light land at 11<sup>00</sup> came to in 9 fms with starboard anchor and veered to 60 fms. Thimble Shoal light bearing E. N. E. Distant about 1/2 mile. Banker J. J.

Examined and found to be correct.

J. W. H. H. H.  
Ensign

John W. Stewart  
Lieut

Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Hampton Roads. Va.* 30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>North</i>	<i>N. N. W.</i>	<i>5.7</i>			<i>30.29</i>	<i>50</i>	<i>33</i>	<i>33</i>		<i>bcy</i>	<i>cu</i>		<i>8</i>	
1				<i>N. N. W.</i>	"	<i>5.7</i>			<i>30.31</i>	<i>48</i>	<i>33</i>	<i>31</i>		"	"		<i>8</i>	
2				"	"	<i>5.7</i>			<i>30.31</i>	<i>48</i>	<i>32</i>	<i>30</i>		"	"		<i>8</i>	
3				<i>N. N. W.</i>	"	<i>5.7</i>			<i>30.31</i>	<i>49</i>	<i>31</i>	<i>29</i>		"	"		<i>8</i>	
4				<i>N. N. W.</i>	<i>North</i>	<i>5.7</i>			<i>30.34</i>	<i>50</i>	<i>31</i>	<i>29</i>		"	"		<i>8</i>	
5				<i>N. N. W.</i>	"	<i>5.6</i>			<i>30.37</i>	<i>57</i>	<i>32</i>	<i>29</i>		"	"		<i>8</i>	
6				"	"	<i>4.0</i>			<i>30.39</i>	<i>52</i>	<i>33</i>	<i>30</i>		"	"		<i>7</i>	
7				"	"	<i>4</i>			<i>30.39</i>	<i>52</i>	<i>33</i>	<i>30</i>		"	"		<i>7</i>	
8				"	"	<i>4</i>			<i>30.42</i>	<i>54</i>	<i>33</i>	<i>31</i>		<i>bc</i>	"		<i>7</i>	
9				"	<i>North</i>	<i>3</i>			<i>30.42</i>	<i>55</i>	<i>34</i>	<i>32</i>		<i>bc</i>	"		<i>7</i>	
10				<i>N. E. by N.</i>	<i>N. N. W.</i>	<i>2</i>			<i>30.42</i>	<i>47</i>	<i>39</i>	<i>36</i>		"	"		<i>7</i>	
11				<i>S. N. E.</i>	<i>N. N. W.</i>	<i>12</i>			<i>30.42</i>	<i>45</i>	<i>42</i>	<i>38</i>		"	"		<i>7</i>	
Noon.																		

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon: *N. 40° W.*

Distance made good since preceding noon: *73* miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, *500* gallons.

Water during the preceding 24 hours, *1200*

Water remaining on hand fit for use at noon, *3* tons, *320* lbs.

Coal consumed during the preceding 24 hours, *79* " *1400*

Coal remaining on hand at noon,

P. M.																		
1				S. E. x E. 1/2 E.	N. S. W.	3			30.37	46	41	37		bc	cumulo	7		
2				N. E. x N.	E. N. E.	2.3			30.33	46	41	38		"	"	4		
3				N. W.	"	2.3			30.31	46	40	37		"	"	6		
4				West	E. S. E.	2.3			30.31	46	42	39		"	"	5		
5					"	2.3			30.31	47	40	37		"	"	5		
6				S. W. x N.	"	2.3			30.31	47	39	37		"	"	6		
7				S. W.	"	2.3			30.33	48	40	38		"	"	6		
8				S. S. W.	S. E.	3.4			30.35	50	40	36		"	"	6		
9				South	S. S. E.	3			30.36	52	38	36		"	"	6		
10				S. S. E.	"	3			30.36	48	37	36		"	"	6		
11				East	"	3			30.36	49	36	36		"	"	6		
Mid.				E. x N.	"	3			30.38	48	36	36		"	"	6		



under the command of

Commander E. J. Strong  
Saturday Feb. 26<sup>th</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear - stiff to very fresh breeze from N. E. blowing in squalls.  
Bunked fuel under boilers B. C. & D. Distilling.

O. P. Tucker  
Engineer

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Clear - cool and pleasant. Stiff to very fresh breeze blowing in squalls just  
half to moderate breeze from North, last half N. watch. At 6<sup>00</sup> exchanged  
numbers with the "Terror". At 8<sup>00</sup> made General signal J. 2259, Lt  
"Terror" answered with affirmative. Made preparations for getting  
under way.

D. B. Bellows  
Engineer

From 8<sup>00</sup> AM to Meridian

Clear and cool - Moderate breeze to light air from N. E. to N. N. E. Barometer steady.  
At 8<sup>00</sup> made signal 22-1 "Terror" up, "Yes". Arose up, set anchor and  
proceeded to Hampton Roads Comdg. Officer consulting the ship. At 9<sup>00</sup>  
came to with port anchor in 12 fms. water, veering to 6 fms on  
port chain. Bearings at anchorage Old Pt. Light S. 63° E. 1/2 S. (Knap S. 6° E.)  
Draft of ship 13'-4" - 17'-4" aft. At 9<sup>00</sup> made signal 22-1 "Terror"  
answered "Yes". Let fire die out under two boilers. Received a visit  
from a boarding officer from the "Terror". Comdg. Officer paid an official  
visit to the "Terror".

J. J. Graham,  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> PM

Clear to fair - light to gentle breeze from N. E. to E. S. E. Finished cleaning  
up. By order of Comdg. Officer Lt Clark (A. S. C.) was released from  
confinement his term having expired. Lt O. Oliver (A. S. C.) was  
confined in double irons for eight days for insubordinate conduct.  
Distilling

M. H. Holmes  
Lieutenant, U.S.N.

From 4<sup>00</sup> to 8<sup>00</sup> PM

Cool, light haze to S. W. Light to gentle breeze from E. S. E. to E.  
Barometer steady then rising. The U.S. "Terror" left the harbor standing  
to seaward.

J. J. Graham,  
Lieutenant, U.S.N.

From 8<sup>00</sup> PM to Midnight

Clear and cold. Gentle to light S. S. E. breeze. Distilling.

M. H. Holmes  
Lieutenant, U.S.N.

Examined and found to be correct.

John H. Stewart  
Lieut. Navigator

## LOG of the UNITED STATES

Ship *Essex* 34 Rate,  
*At anchor in Hampton Roads, Va.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1				N.E. x E	S.S.E	2		30.35	52	36	35		b.c.m.	cu	7	
2				N. by N.	N.E	12		30.35	52	36	35		"	"	7	
3				N. by N.	N.E	1		30.35	52	36	33		"	"	6	
4				N. by N. x N.	"	1		30.35	52	38	34		"	"	6	
5				N. x N.	East	0.1		30.34	53	34	33		"	"	8	
6					calm	0		30.35	53	34	33		"	"	7	
7				West	North	1		30.35	54	35	34		"	sts	4	
8				N. x S	N. N.E	2		30.37	52	36	34		"	"	6	
9				S.E. x E	N.E	3		30.36	54	39	37		"	ci-sts	4	
10				N.E	"	3.4		30.36	50	41	39		"	"	2	
11				N.E x E	"	3.4		30.36	50	41	39		"	"	1	
Noon.				"	"	3.4		30.36	48	42	39		"	"	1	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation

{ Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

900 "

1500 "

78 tons, 720 lbs.

680 "

P. M.																
1				E. N.E	N.E	3		30.30	47	42	40		b.c.m.	cu	1	
2				E x N	"	3		30.30	49	41	39		"	"	2	
3				E S.E	East	2		30.28	49	42	40		"	"	4	
4				S.E. x S	"	2		30.27	47	42	40		"	"	6	
5				N. x N	"	2		30.28	50	41	39		"	"	4	
6				N. by S	"	2		30.26	54	39	38		"	"	1	
7				S. by N x N	"	2		30.28	55	40	39		"	"	1	
8				"	"	2		30.28	57	40	39		"	"	2	
9				S. by N	"	3		30.27	56	39	37		"	"	2	
10				N.E	N.E	2.3		30.27	58	39	37		"	"	6	
11				E. N.E	"	2		30.28	58	39	37		"	"	7	
Mid.				"	"	2		30.28	56	38	36		"	"	8	



under the command of

Commander E. I. Strong  
Sunday Feb. 27<sup>th</sup>

, U. S. Navy,  
1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Fair and cold. Light airs and breezes from S.E. First half  
shifting to N.E. Distilling.

Geo. W. Williams  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Clear and cold. Calm and light airs to light breeze from  
N to E. Barometer rising then falling. Sailing to John at 8<sup>00</sup>

J. W. Jordan,  
Lieutenant, U.S.N.

From 8<sup>00</sup> AM to Meridian  
Cloudy - Gentle to moderate N.E. breeze. At 9<sup>30</sup> musters and  
inspection of Apprentices. Preparing for inspection. Unbent  
royal and S.E. gear and rope off S.E. mast ropes.  
By order of Commandg. Officer D. Harrington (A.S.C.) was re-  
leased from confinement, term having expired.

M. Hulme  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.  
Cloudy and cool - Light to gentle breeze from S.E. and East  
By order of Commandg. Officer released W. S. Platter (A.S.C.)  
and J. L. Nelson (A.S.C.) from confinement.

Geo. W. Williams  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Cloudy - Light N. Ely. breeze.

M. Hulme  
Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight  
Cloudy to Fair - and cold - Light airs to gentle breeze  
from East and N.E.

Geo. W. Williams  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut

Navigaton.

## LOG of the UNITED STATES

Ship *Essex* 35 Rate,  
*At anchor in Hampton Roads Va*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air by Bulb.	Wet by Bulb.	Water at Surface.							
A. M.				<i>E. N. E</i>	<i>N. E</i>	3			30.22	53	38	36					<i>b. c. m.</i>	<i>cu</i>	8	
1					"	4			30.20	53	37	35					"	"	8	
2				<i>N. E</i>	"	4			30.17	57	37	35					"	"	8	
3					"	4			30.17	52	37	35					"	"	8	
4				<i>N. N. E</i>	"	4			30.14	50	37	35					"	"	7	
5				<i>N. E</i>	"	4			30.13	46	36	34					"	"	6	
6					"	4			30.11	44	36	34					"	"	6	
7				<i>N. N. E</i>	"	4			30.11	43	37	35					"	"	5	
8				<i>N. x E</i>	"	4			30.11	45	37	35					<i>b. g. m.</i>	<i>cu</i>	6	
9				<i>N. E</i>	<i>N. N. E</i>	4			30.11	45	37	35					"	"	8	
10					"	4			30.09	46	37	35					"	"	8	
11					"	4			30.09	46	37	35					"	"	8	
Noon.					"	4			30.09	46	37	35					"	"	8	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

900

Coal consumed during the preceding 24 hours,

1 tons, 1160 lbs.

Coal remaining on hand at noon,

76 " 1740 "

P. M.				<i>N. E. x E</i>	<i>North</i>	4			30.09	49	37	35					<i>b. c. g.</i>	<i>cu</i>	8	
1				<i>N. E</i>	"	4			30.06	49	36	34					"	<i>b. c. m.</i>	6	
2					<i>N. N. E</i>	4			30.03	50	37	35					"	"	4	
3				<i>N. N. E</i>	"	3			30.03	51	37	35					"	"	6	
4				<i>N. x E</i>	"	3			30.03	52	38	36					"	"	6	
5				<i>N. N. E</i>	"	3			30.03	52	38	36					"	"	6	
6				<i>N. N. E</i>	<i>North</i>	3			30.03	51	38	36					<i>b. c.</i>	"	5	
7				<i>N. N. E</i>	"	2			30.04	53	36	35					"	"	5	
8				<i>N. x E</i>	"	2			30.05	56	36	35					"	<i>cu</i>	3	
9				<i>N. N. E</i>	"	2			30.05	57	37	35					"	"	4	
10				<i>N. N. E</i>	"	2			30.05	55	36	35					"	"	10	
11				<i>North</i>	"	2			30.07	56	36	35					"	"	10	
Mid.					"	2			30.07	54	36	35					"	"	10	



under the command of

Commander E. P. Strong  
Monday, Feb. 28

U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Clear - Gentle to moderate N.E. breeze.

O.T. Lusk  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Clear and cool - Moderate S.E. breeze. Barometer falling.  
Between 5<sup>00</sup> and 6<sup>00</sup> lightning to S.E. and E. Executed morning orders

W. H. Hylle  
Lieutenant, U.S.N.

From 8<sup>00</sup> AM to Meridian  
Fair and cool - Moderate breeze with stiff gusts from N.E. and S.E.  
At 9<sup>00</sup> Commander Dickman, U.S.N. came ashore to inspect ship  
as the representative of the Bureau of Navigation. Mustered at quarters  
at 8<sup>45</sup> and ship and crew were inspected - exercised as follows  
all divisions - Fire Quarters - Clear ship for action - General Quarters  
Arm and Away boats - and Abandon ship - 3<sup>rd</sup> Div. Bag Inspection  
and Single Clicks - 2<sup>nd</sup> Div. Hammock Inspection and Pistols  
Post. Div. - Drilling up - Signal Squad Signals

Lt. W. H. Hylle  
Ensign

Meridian to 4<sup>00</sup> P.M.  
Fair and cool - Gentle to stiff breeze from North + S.E.  
Commander Dickman, U.S.N. continued the inspection of the ship;  
exercised at Rail Drill + sending down light yards.

O.T. Lusk  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Fair - cool - Gentle to moderate breezes from S. N.E. and North.

Lt. W. H. Hylle  
Ensign

From 8<sup>00</sup> P.M. to Midnight  
Fair to clear - Moonlight. Light to gentle N.E. breeze.

O.T. Lusk  
Ensign

Examined and found to be correct.

Approved: E. P. Strong  
Commander, U.S.N. Comdg.

John W. Stewart  
Lieut. + Navigator.

## LOG of the UNITED STATES

Ship *Essex* 35 Rate,  
*At anchor in Hampton Roads. Va.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 1.	Air, in shade.	At Wet Bulb.				
A. M.				<i>N. E. x E</i>	<i>North</i>	<i>2</i>			<i>30.07</i>	<i>52</i>	<i>31</i>	<i>33</i>	<i>bc</i>	<i>str-m</i>	<i>6</i>	
1				"	"	<i>3</i>			<i>30.07</i>	<i>53</i>	<i>34</i>	<i>33</i>	"	"	<i>6</i>	
2				"	"	<i>3</i>			<i>30.07</i>	<i>54</i>	<i>34</i>	<i>33</i>	"	"	<i>6</i>	
3				<i>N. E. 1/2 E</i>	"	<i>2</i>			<i>30.07</i>	<i>53</i>	<i>33</i>	<i>32</i>	"	"	<i>8</i>	
4				<i>North</i>	"	<i>2</i>			<i>30.07</i>	<i>49</i>	<i>32</i>	<i>32</i>	"	"	<i>8</i>	
5				<i>N. N.</i>	"	<i>2</i>			<i>30.07</i>	<i>49</i>	<i>31</i>	<i>32</i>	"	"	<i>7</i>	
6				<i>N. N. W.</i>	<i>N. N. W.</i>	<i>2</i>			<i>30.11</i>	<i>53</i>	<i>33</i>	<i>32</i>	"	"	<i>7</i>	
7				"	"	<i>2</i>			<i>30.14</i>	<i>53</i>	<i>33</i>	<i>32</i>	"	"	<i>7</i>	
8				<i>N. N.</i>	"	<i>2</i>			<i>30.17</i>	<i>53</i>	<i>34</i>	<i>33</i>	"	"	<i>7</i>	
9				<i>N. N. W.</i>	<i>North</i>	<i>2</i>			<i>30.20</i>	<i>57</i>	<i>37</i>	<i>35</i>	"	"	<i>7</i>	
10				<i>North</i>	"	<i>3</i>			<i>30.20</i>	<i>54</i>	<i>34</i>	<i>36</i>	"	"	<i>7</i>	
11				"	"	<i>3</i>			<i>30.19</i>	<i>54</i>	<i>34</i>	<i>39</i>	"	"	<i>7</i>	
Noon.																

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 1300 "

Coal consumed during the preceding 24 hours, 1080 lbs.

Coal remaining on hand at noon, 680 "

E. M.																	
1				<i>N. N. W.</i>	<i>North</i>	<i>3</i>			<i>30.13</i>	<i>54</i>	<i>46</i>	<i>43</i>	<i>bc</i>	<i>from</i>	<i>9</i>		
2				<i>E. N. E.</i>	<i>N. E. x N.</i>	<i>3</i>			<i>30.16</i>	<i>56</i>	<i>43</i>	<i>41</i>	"	"	<i>8</i>		
3				<i>N. E. x E.</i>	<i>E. N. E.</i>	<i>3</i>			<i>30.17</i>	<i>56</i>	<i>41</i>	<i>39</i>	"	"	<i>9</i>		
4				<i>E. N. E.</i>	"	<i>3</i>			<i>30.19</i>	<i>54</i>	<i>40</i>	<i>38</i>	"	"	<i>7</i>		
5				"	<i>N. E.</i>	<i>2</i>			<i>30.19</i>	<i>52</i>	<i>39</i>	<i>37</i>	"	"	<i>7</i>		
6				<i>N. E.</i>	"	<i>2</i>			<i>30.19</i>	<i>51</i>	<i>38</i>	<i>37</i>	"	"	<i>7</i>		
7				<i>N. N. W.</i>	"	<i>2</i>			<i>30.20</i>	<i>53</i>	<i>38</i>	<i>37</i>	"	"	<i>7</i>		
8				<i>N. x N.</i>	"	<i>2</i>			<i>30.25</i>	<i>54</i>	<i>38</i>	<i>36</i>	"	"	<i>8</i>		
9				<i>E. N. W.</i>	<i>E. N. E.</i>	<i>2</i>			<i>30.29</i>	<i>56</i>	<i>38</i>	<i>36</i>	"	"	<i>8</i>		
10				<i>E. N. x E.</i>	<i>North</i>	<i>3</i>			<i>30.30</i>	<i>40</i>	<i>38</i>	<i>36</i>	"	"	<i>8</i>		
11				<i>E. N. W.</i>	<i>E. N. E.</i>	<i>3</i>			<i>30.30</i>	<i>38</i>	<i>36</i>	<i>35</i>	"	"	<i>7</i>		
Mid.				<i>E. N. W.</i>	<i>E. N. E.</i>	<i>2</i>			<i>30.30</i>	<i>36</i>	<i>36</i>	<i>35</i>	"	"	<i>7</i>		



under the command of

Commander E. I. Strong.  
Tuesday March 1<sup>st</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4<sup>00</sup> AM  
Fair and cool. Light to gentle Northwly breeze

W. M. Wilson  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Clear, am, cool - Light breeze from North to N. N. W. Paymaster received fresh provisions as follows: 96 lbs. bread and 120 lbs. each of beef and vegetables

D. S. Bell  
Ensign

From 8<sup>00</sup> A.M. to Meridian.

Clear and cool. Light to gentle breeze from N. N. W. to North.

At 10<sup>00</sup> AM mustered and inspected at quarters, <sup>officer</sup> without main sail. Crossed to gallant & royal yards. The Commandant called officially on the Commandant of Fort Monroe. Received 100 lbs. of supplies and \$700.00 currency.

By order of Comdg. Offr. placed in solitary confinement on bread and water for five days J. J. Jones, App. & A. Jones. Officer in respect to an officer. Adjutant Officer listed magazine flood cocks to find them in good working order.

A. T. Jackson  
Ensign

From Meridian to 4 P.M.

Clear and pleasant. Gentle breeze from South to S. N. E. By order of Commanding Officer, released F. J. Jones (A.C.) expiration of confinement. Paymaster sent out monthly money to crew.

D. S. Bell  
Ensign

From 4 P.M. to 8 P.M.

Clear and cool - Light N. E. by breeze.

A. T. Jackson  
Ensign

From 8 P.M. to Midnight.

Clear and cool - Light S. E. by breeze.

D. S. Bell  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*at anchor in Hampton Roads, Va.*

Rate, *III*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 11.	At 12.	At 1.				
A. M.															
1				<i>S. x. E.</i>	<i>S. S. E.</i>	<i>7</i>		<i>30.31</i>	<i>56</i>	<i>36</i>	<i>35</i>	<i>b. c.</i>	<i>f. a.</i>	<i>8</i>	
2				<i>East</i>	<i>N. x. W.</i>	<i>1</i>		<i>30.32</i>	<i>54</i>	<i>37</i>	<i>35</i>	"	"	<i>4</i>	
3				<i>E. + N.</i>	<i>S. S. E.</i>	<i>7</i>		<i>30.32</i>	<i>55</i>	<i>36</i>	<i>35</i>	"	"	<i>4</i>	
4				"	"	<i>7</i>		<i>30.32</i>	<i>60</i>	<i>37</i>	<i>36</i>	"	<i>cu.</i>	<i>3</i>	
5				<i>N. E.</i>	"	<i>7</i>		<i>30.33</i>	<i>61</i>	<i>36</i>	<i>35</i>	"	"	<i>4</i>	
6				<i>South</i>	"	<i>3</i>		<i>30.31</i>	<i>59</i>	<i>37</i>	<i>35</i>	"	"	<i>4</i>	
7				<i>S. S. W.</i>	"	<i>3</i>		<i>30.32</i>	<i>59</i>	<i>39</i>	<i>37</i>	"	"	<i>1</i>	
8				<i>S. W. + W.</i>	"	<i>3</i>		<i>30.32</i>	<i>58</i>	<i>39</i>	<i>37</i>	<i>b. c. on.</i>	<i>3d. Cu.</i>	<i>1</i>	
9				<i>W. S. W.</i>	"	<i>3</i>		<i>30.34</i>	<i>54</i>	<i>41</i>	<i>39</i>	<i>o. c. on.</i>	"	<i>3</i>	
10				"	"	<i>3</i>		<i>30.34</i>	<i>56</i>	<i>42</i>	<i>40</i>	"	"	<i>0</i>	
11				<i>S. W. x N.</i>	"	<i>3</i>		<i>30.33</i>	<i>56</i>	<i>42</i>	<i>42</i>	<i>o. c. m.</i>	"	<i>0</i>	
Noon.				<i>S. W. x N.</i>	"	<i>3</i>		<i>30.32</i>	<i>60</i>	<i>42</i>	<i>42</i>	<i>o. c. m.</i>	"	<i>0</i>	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1700 "

Water remaining on hand fit for use at noon,

2000 "

Coal consumed during the preceding 24 hours,

2 tons, 2120 lbs.

Coal remaining on hand at noon,

72 " 800 "

P. M.															
1				<i>South</i>	<i>S. S. E.</i>	<i>3</i>		<i>30.27</i>	<i>60</i>	<i>48</i>	<i>45</i>	<i>o. c. m.</i>	<i>cu. on.</i>	<i>0</i>	
2				<i>S. E.</i>	"	<i>3.4</i>		<i>30.24</i>	<i>60</i>	<i>57</i>	<i>46</i>	"	"	<i>0</i>	
3				"	"	<i>4</i>		<i>30.20</i>	<i>62</i>	<i>57</i>	<i>46</i>	"	"	<i>0</i>	
4				<i>S. E. x E.</i>	"	<i>5</i>		<i>30.19</i>	<i>62</i>	<i>57</i>	<i>46</i>	"	"	<i>0</i>	
5				<i>East</i>	"	<i>5</i>		<i>30.16</i>	<i>63</i>	<i>48</i>	<i>46</i>	"	"	<i>0</i>	
6				<i>S. E.</i>	"	<i>4</i>		<i>30.15</i>	<i>64</i>	<i>47</i>	<i>46</i>	"	"	<i>0</i>	
7				<i>South</i>	<i>S. S. W.</i>	<i>1</i>		<i>30.17</i>	<i>63</i>	<i>47</i>	<i>45</i>	"	"	<i>0</i>	
8				<i>N. x. N.</i>	<i>N. N.</i>	<i>2.3</i>		<i>30.22</i>	<i>62</i>	<i>48</i>	<i>46</i>	<i>o. c. m. w. Cu. on.</i>	"	<i>0</i>	
9				<i>N. x. N.</i>	"	<i>2</i>		<i>30.25</i>	<i>61</i>	<i>47</i>	<i>46</i>	"	"	<i>0</i>	
10				"	"	<i>2</i>		<i>30.25</i>	<i>61</i>	<i>46</i>	<i>45</i>	<i>o. c. m.</i>	"	<i>0</i>	
11				<i>N. x. S.</i>	"	<i>2</i>		<i>30.27</i>	<i>60</i>	<i>46</i>	<i>45</i>	"	"	<i>0</i>	
Mid.				<i>N. x. N.</i>	"	<i>2</i>		<i>30.27</i>	<i>60</i>	<i>45</i>	<i>44</i>	"	"	<i>0</i>	



under the command of

Commander Q. J. Strong, U. S. Navy,  
Wednesday, March 22<sup>nd</sup> 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4<sup>00</sup> a.m.

Clear and cold. Light air to light breeze from N. N. W. to S. S. E. Barometer rising thus steady.

J. J. Jordan,  
Lieutenant.

From 4 to 6 a.m.

Cloudy. Gentle breeze from S. S. E. Received in Dept. of Supplies and Accs. 120 lbs. each of fresh beef + vegetables and 96 lbs. of fresh bread

O. T. Jackson,  
Ensign.

From 8<sup>00</sup> a.m. to Meridian

Overcast with passing showers thin haze. Gentle breeze from S. S. E. At 10<sup>00</sup> musters at quarters. J. O'Brien (S. M. M.) returned from liberty 1 hour over time

H. J. Baker,  
Ensign

Meridian to 4<sup>00</sup> P.M.

Overcast - cloudy - hazy - raw and chilly. Gentle breeze from S. S. E. Barometer falling.

J. J. Jordan,  
Lieutenant. U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Overcast and misty. Stiff breeze from S. S. E. shifting to light breeze from S. W. last hour. By order of Surgeon J. Kerighton transferred James Peterson (M. at 2 P.M.) to the U.S. P. P. Richmond and J. J. Bone (cox) to the Navy Yard Washington D.C. the acting appointment of the latter as S. M. & C. having been revoked on account of the transfer

H. J. Baker,  
Ensign

From 8<sup>00</sup> P.M. to Midnight.

Overcast - cloudy - hazy - drizzling rain latter part of watch - Light breeze from S. W. Barometer rising.

J. J. Jordan,  
Lieutenant. U.S.N.

Examined and found to be correct.

John W. Stewart  
Lieut. - Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Hampton Roads Va*

35 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, in shade.	At Wet Bulb.				
A. M.																
1				West	N. N. W.	1			30.28	60	45	43	o. c. d.	cu	0	
2				South	"	2			30.28	62	45	43	"	"	0	
3				E. N. E.	"	2			30.30	65	44	43	"	"	0	
4				"	"	2			30.32	67	44	43	"	"	0	
5				"	"	3.4			30.35	66	44	43	bc. m.	"	3	
6				N. E.	"	2			30.35	59	42	40	bc. m.	"	1	
7				"	South	3			30.39	57	39	38	"	cu	2	
8				"	"	3.4			30.42	56	39	38	"	"	3	
9				N. x S.	"	4.5			30.43	58	39	37	"	"	6	
10				N. N. x S.	"	4.5			30.44	56	41	39	"	cu	6	
11				S. N. S.	"	4			30.45	57	42	39	"	cu	8	
Noon.				S. x S.	N. N. E.	3.4			30.45	62	45	42	"	"	8	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

2 tons, 1120 lbs.

Coal remaining on hand at noon,

69 " 1920 "

P. M.																
1				N. N. x S.	N. E.	3.4			30.45	62	43	41	bc. m.	cu	6	
2				N. E. x S.	"	3.4			30.44	60	43	41	"	"	6	
3				N. E. x E.	"	3.4			30.44	60	42	40	"	"	5	
4				N. E.	"	3.4			30.44	60	42	40	o. c. m.	"	0	
5				N. E. x E.	"	3.4			30.44	61	42	40	"	"	0	
6				E. N. E.	"	3			30.44	63	42	40	"	"	0	
7				N. E. x E.	"	3			30.44	63	42	40	"	"	0	
8				S. x S.	"	3			30.45	64	42	40	"	"	0	
9				West	"	3.4			30.44	64	43	41	"	"	0	
10				"	"	3			30.44	66	43	41	"	"	0	
11				"	"	4			30.42	63	43	40	o. c. m. d.	cu	0	
Mid.				S. N. x N.	East	5			30.43	64	43	41	"	"	0	



under the command of

Commander E. P. Strong  
Thursday March 31<sup>st</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

until 4<sup>00</sup> AM  
slowing. Light air and breeze from N. N. E.  
W. H. Hubbs  
Lieutenant.

From 4<sup>00</sup> AM to moderate N. by winds. Pyramidal  
ions as follows: 71 lbs bread and 90 lbs  
vegetables.  
J. B. Sellers  
Ensign

From 4<sup>00</sup> AM to gentle breeze from N. to N. E.  
At 9<sup>00</sup> AM Navy Yard tug came alongside  
Marblehead at Norfolk, the following appointments:  
necessary papers, bags and packages, the  
quantity 100 days leave of absence. Be  
set from confinement A. J. Bates (A. 56). J. B. Quinn  
and J. A. Harding (A. 26) expiration of confinement.

J. W. Jordan,  
Lieutenant. U. S. N.

Meridian to 4<sup>00</sup> P. M.

Cloudy to overcast - Gentle to moderate N. E. breeze. At 12<sup>15</sup> started  
Jules in B. & D. boilers. Received in Dept. of S. & A. 180 lbs. each fresh  
beef and vegetables and 144 lbs. bread. At 3<sup>00</sup> banked fire. James  
Joseph Hilken (M. & A. 26) was given an acting appointment as master-  
at-arms 1<sup>st</sup> class. Secured 1<sup>st</sup> & 2<sup>nd</sup> cutters & heading launch for sea

W. H. Hubbs  
Lieutenant. U. S. N.

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Overcast - cloudy - Lazy and cool - Gentle to moderate breeze from  
N. E. Barometer falling.

J. W. Jordan,  
Lieutenant. U. S. N.

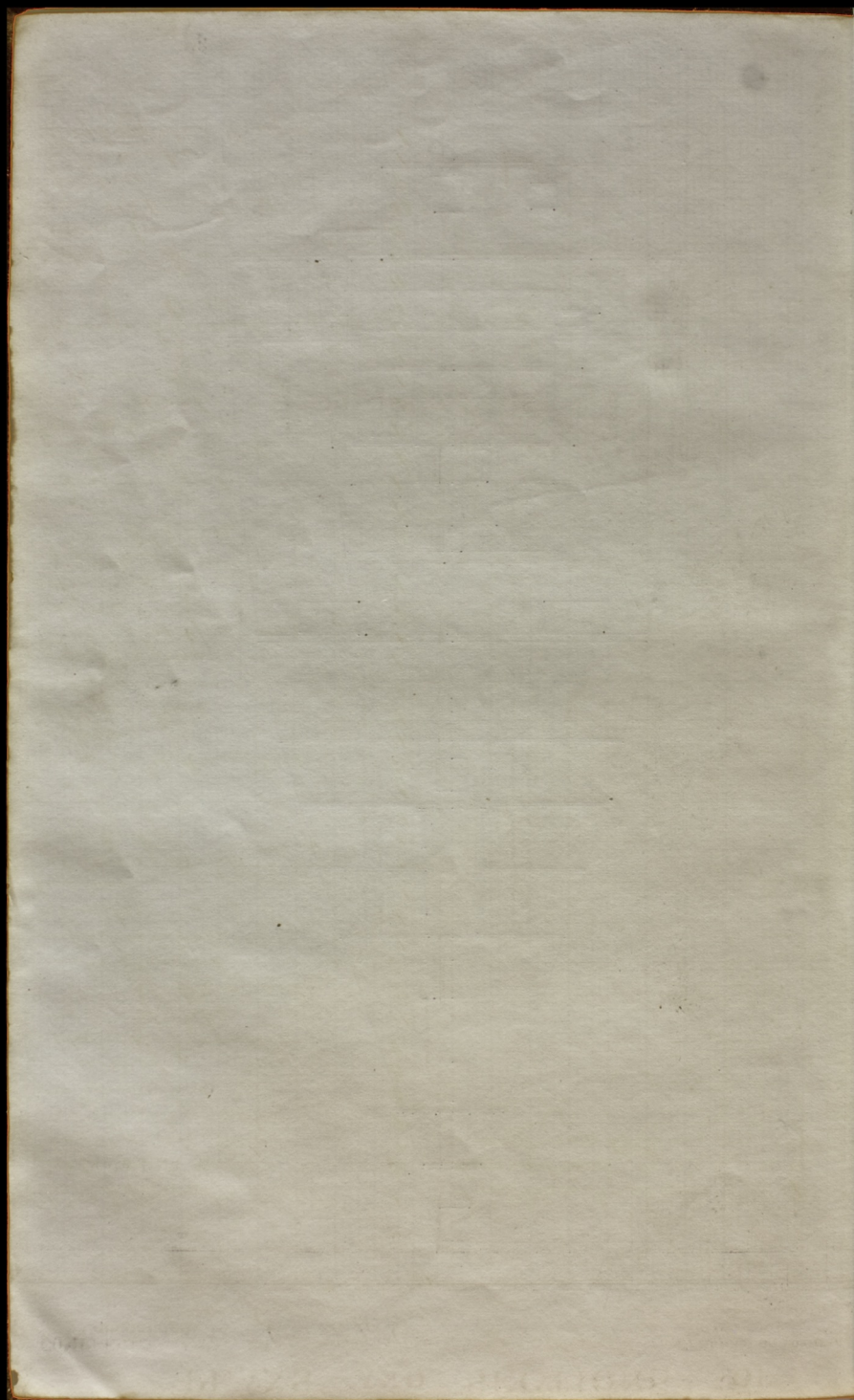
From 8<sup>00</sup> P. M. to Midnight

Overcast - drizzling last part. Raw and disagreeable. Gentle to  
slight N. E. breeze.

W. H. Hubbs  
Lieutenant. U. S. N.

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator.





under the command of

Commander E. D. Strong  
Thursday March 31<sup>st</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Overcast & drizzling. Light air and breeze from N. N. W.  
W. H. Adams, Lieutenant.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Cloudy and misty. Gentle to moderate N. by winds. Pyrameter  
receives fresh provisions as follows: 71 lbs bread and 90 lbs  
each of beef and vegetables.  
J. B. Sellers, Ensign.

From 8<sup>00</sup> AM to Meridian.  
Fair - haze and cool - stiff to gentle breeze from N. to N. E.  
Barometer rising then steady. At 9<sup>00</sup> Navy Yard tug came alongside  
transferred to ship 100 lbs. crabskin at Norfolk. The following apprentices:  
2<sup>nd</sup> Class (See list) with necessary papers, bags and papers, etc. The  
Apprentices having been granted ten (10) days leave of absence. By  
order Comdg. Officer released from confinement A. B. Bates (A. B. C.), J. B. Quinn  
(A. B. C.), H. H. Applebach (A. B. C.) and J. A. Harding (A. B. C.) expiration of confinement.

W. H. Adams transferred to the  
U. S. R. S. Brandywine  
and granted 10 days leave of absence.

Butcher H. G. August E. F.  
Cannon J. Fletcher A. K.  
Jackson W. H. Thomas J. J.  
Reimbold S. L. Himer E. C.  
Crown C. C. Salter E. M.

Lynch C. Richardson B. H. agy and cool - Gentle to moderate breeze from  
Whitman R. L. Murray H. M.  
Hellen A. Taylor G. R.  
Dickinson G. M. Busch E. J.  
Hartney J. M. Rice A. E.  
Dewey A. J. Priddy H.  
Barnes H. A. Richtag B. S.

J. B. Jordan,  
Lieutenant, U. S. N.

Gentle to moderate N. E. breeze. At 12<sup>15</sup> started  
Receives in Dept. of S. & A. 180 lbs. each fresh  
144 lbs. Bread. At 3<sup>00</sup> banked fires. Dinner  
was given an acting appointment as master-  
at 1<sup>st</sup> & 2<sup>nd</sup> cutters & handling launch for sea

W. H. Adams,  
Lieutenant, U. S. N.

J. B. Jordan,  
Lieutenant, U. S. N.

night  
East part. Raw and disagreeable. Gentle to

W. H. Adams,  
Lieutenant, U. S. N.

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Hampton Roads, Va.*

30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 1.	Air.	Wet Bulb.	Water at Surface.				
A. M.																	
1				N. E. x N.	N. E.	4.5			30.38	66	41	40		o. c. m. p. d.	cu. r.	0	
2				N. E. x E.	"	4.5			30.34	66	41	40		"	"	0	
3				"	"	4.5			30.29	65	41	40		"	"	0	
4				E. N. E.	"	4.5			30.25	65	41	41		o. c. m. p. d.	"	0	
5				N. E.	N. N. E.	5.7			30.19	65	41	41		"	"	0	
6				N. E. x E.	"	5.7			30.15	65	41	41		"	"	0	
7				"	North	5.7			30.13	66	41	41		"	"	0	
8				"	"	7.8			30.07	66	42	42		"	"	0	
9				North	"	7.9			30.05	65	42	42		"	"	0	
10				"	"	7.9			30.06	66	41	41		"	"	0	
11				N. x E.	N. x E.	7.9			30.06	66	41	41		"	"	0	
Noon.				"	"	7.9			30.03	64	41	41		"	"	0	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

2 tons, 1600 lbs.

Coal remaining on hand at noon,

67 " 320 "

P. M.																	
1				N. x E.	N. x E.	7.8			30.02	62	42	42		o. c. m. p. d.	cu. r.	0	
2				N. E. x N.	"	6.8			30.03	60	42	42		"	"	0	
3				N. N. E.	N. N. E.	6.7			30.11	63	41	41		"	"	0	
4				"	"	6.7			30.13	63	41	41		"	"	0	
5				"	"	5.7			30.16	63	39	39		"	"	0	
6				"	"	5.7			30.17	61	39	39		"	"	0	
7				N. x E.	"	5.6			30.21	63	38	38		o. c. m. p. d.	"	0	
8				N. N. E.	"	5			30.20	65	38	38		o. c. m. p. d.	"	0	
9				N. E. x N.	"	5			30.27	64	38	38		"	"	0	
10				N. x E.	"	3.5			30.30	63	37	37		"	"	0	
11				N. N. E.	"	3.5			30.33	61	37	37		"	"	0	
Mid.				North	North	4			30.34	60	39	39		"	"	0	



under the command of

Commander E. P. Strong  
Friday March 4<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Overcast - misty - squally and raining. Moderate breeze with stiff puffs from N.E. Bar. falling rapidly. Flood made first water.

Geo. W. Melians  
Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM

Overcast - cloudy and rainy and cold. Stiff breeze to moderate gale from N.E. to North. Barometer falling rapidly. Hauled in Vietnam launch.

J. R. Jordan,  
Lieutenant, U.S.N.

From 8<sup>00</sup> AM. to Meridian

Overcast - raining. Very fresh breeze to strong gale in squalls from the North to N.E. Barometer falling.

W. H. W. W.  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Rainy weather - Blowing a moderate gale in squalls from N.E. first half - decreasing in force last half.

Geo. W. Melians  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Overcast - raining last part. Stiff to fresh N.W. breeze. Bar. rising.

W. H. W. W.  
Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Overcast - Stiff to moderate breeze from N.W. to North. Barometer rising.

D. S. Bell  
Ensign

Examined and found to be correct.

J. R. Jordan,  
Lieutenant, Navigator.

## LOG of the UNITED STATES

*Ship Eora*  
*At anchor in Hampton Roads Va and making passage to Tompkinsville, N.Y.*

3<sup>rd</sup> Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4.	Wet Bulb.	Air.	Water at Surface.				
A. M.																
1				N. x S.	North	34		30.35	60	39	39		b.c.m.	cu		2
2				N. x S.	"	4		30.37	59	38	38		"	"		4
3				"	"	3		30.39	57	38	38		"	"		4
4				N. x N.	N. N. W.	3		30.39	57	37	37		"	"		8
5				N. E. x E.	"	4		30.43	59	37	37		"	"		8
6				"	"	4		30.46	61	37	37		"	"		7
7				"	"	3		30.52	63	38	37		"	"		7
8				"	N. x N.	3		30.55	62	39	38		"	"		7
9	5	3	5.3	E 5 E 3/4 S	"	4		30.58	62	40	39		"	"		8
10	4.2	2.4	4.2	E 4 E 1/2 S. 6.4 W. S.	N. N. W.	5		30.57	61	40	38		"	"		6
11	0.6	9.6	2.1	N. E.	"	5		30.57	58	40	38	40	"	"		6
Noon.	6	6	27.9	"	"	5		30.57	57	40	38	40	"	"		6

Position at 8 A. M.

{ Latitude by  
 { Longitude by

° ' "  
 ° ' "

Position at noon:

{ Latitude by observation *cross bearing*  
 { Longitude by observation " "  
 { Latitude by D. R.  
 { Longitude by D. R.

37° 04' 00" N  
 75° 04' 45" W  
 ° ' "  
 ° ' "

Course made good since preceding noon: E 8° N.

Distance made good since preceding noon:

29 miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

Position at 8 P. M.

{ Latitude by *N. P.*  
 { Longitude by *obs. at 4.30 P.M.*

37° 49' 01" N  
 74° 56' 16" W

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

12 tons, 1160 lbs.

Coal remaining on hand at noon,

54 " 1400 "

P. M.																
1	4	30	32.1	N. E. x N.	N. N. W.	5		30.52	57	41	39	40	b.c.m.	cu		5 m
2	6	9	41.0	N. E. x N. E.	"	4.5		30.52	57	41	39	40	"	"		6 "
3	6	7	47.7	"	"	4.5		30.53	57	42	39	40	"	"		6 "
4	7	2	54.9	"	"	4		30.52	57	42	40	40	"	"		8 "
5	7	6	63.5	"	N. N. x N.	4		30.53	58	42	40	40	"	"		8 "
6	7	0	69.5	"	N. E.	4		30.57	60	41	39	40	"	"		7 "
7	5	2	75.7	N. E. 1/2 N.	"	1		30.60	61	41	40	40	"	"		8 "
8	6	5	82.3	"	"	1		30.61	62	42	40	40	"	"		8 "
9	5	2	89.3	N. N. E. 1/2 E.	North	1		30.62	62	41	40	40	"	"		9 "
10	5	6	94.1	"	"	2		30.64	61	41	39	40	"	"		9 "
11	5	2	101.0	N. E. 1/2 N. E.	N. N. W.	2		30.65	59	40	39	40	"	"		9 "
Mid.	6	9	7.9	"	"	3		30.66	58	40	39	40	"	"		9 "



Commander E. I. Strong  
Saturday March 5<sup>th</sup>

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am  
Cloudy to clear - Bright moonlight. Gentle to moderate  
breeze from North + N. N. W.

O. P. Lachon,  
Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM

Dear and cared. Moderate to gentle N. N. N. to S. N. breeze. Bar rising  
Execute morning orders. Made preparations for sea. At 7<sup>45</sup> got  
under way and stood out from Hampton Roads. Commg. Officer  
conning. Drafts find. 13 ft. sea. - aft 16 ft. 4 in

W. H. Huber

W. H. Hulse  
Lieutenant, U.S.A.

From 8<sup>00</sup> Am. to Meridian

After an cold, moderate at night breeze from N. by E. and N. E. Standing out from Hampton Roads Commencing 11<sup>th</sup> morning. At 10<sup>th</sup> when abreast of Chesapeake being set course N. by E. by log 14 1/2 miles at 11<sup>th</sup> passed the Cape Charles light vessel. At noon Cape Charles light vessel bearing N. 45<sup>th</sup> W. distant 1 1/2 miles. Took log 27 1/2 miles. Took departure and set course at 11<sup>th</sup> 30<sup>th</sup> at 12<sup>th</sup> bore to the north stage all byes all and spunker. At 1<sup>st</sup> at Greenall. At one under the grill and steam. At 2<sup>nd</sup> steam in the press. At 3<sup>rd</sup> by order of Commanding Officer confined 500000 (130) D. Franklin (130) the furnace for some days in solitary confinement on bread and water for smoking cigarette and refusing to obey the order of a petty Officer and the latter for you by single word for smoking cigarette.

Gro. W. Truman  
Ensign

Brecken 64<sup>th</sup> 9<sup>th</sup> P.M. Oregon  
 Fish - moderate to stiff breeze from N.W. W. Sea, steady. At 12<sup>30</sup> changed course to N.W. 1/2 W. (Feb 32). At 1<sup>30</sup> took up and  
 fasted for coal. Hauled down pit, repairs split in fore of beam and re-set it. At 1<sup>30</sup> counted in 10 fathoms  
 11 water - eight fms N. Light house bearing N.W. distant about 14 miles. Under pit fore topmast  
 staysail - main baysail & spinnaker & steam in boiler. B.C. & D. No. steam #5 lbs. No. rev. #4  
 pgs. 4

O. T. Larkins  
Ensign

From 4<sup>00</sup> P.M. to 6<sup>00</sup> P.M.

Clear, cool and pleasant. Moderate breeze from S. W. by N. to N. E. Barometer rising. At 5<sup>55</sup> took in 1st. Fore topmast stays all - main topsail and spanker. At 6<sup>00</sup> covered in 13 fathoms yellow sand, broken shell. At end of watch on course under steam alone. Average steam 10.0. Ab. revolving 20. 18 May

A. D. 1700.

From 6<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Clear and cold. Light air from N.E. At 6<sup>25</sup> changed course to N.E. by N. (Lat. 35.5) Montague Id. N. by N. 1/2 W. 1/2 S. got rounding in 10<sup>15</sup> fms. fine gy. ad. At 8<sup>00</sup> got rounding in 14 fms. gy. ad. Montague Id. obs. Bar. 30.4  
W. clear. 45° E. 1046

W. H. H. H.  
Lienster aus W. H. H.

From 8<sup>00</sup> P.M. to Midnight.

Clear and cool. Light air to gentle breeze from between North and S.W. At 10<sup>00</sup> set gk. Jore to mast  
several fanned and spanker, and carried the sail. At 11<sup>00</sup> started Jore in S. by order. At 12<sup>00</sup> sighted Santa Cruz  
about 10<sup>00</sup> miles. Lost it at 11<sup>00</sup>. Changed course as follows: At 8<sup>00</sup> to S.W. 6<sup>00</sup> S. passing by 8<sup>00</sup>. At 10<sup>00</sup> to  
S.W. 10<sup>00</sup> S. passing by 9<sup>00</sup>. Arrived at 9<sup>00</sup> in 4 fms. wh. s. sh. At midnight 14 fms. wh. sand  
the steamer and two schooners in sight during watch all standing to S. At 11<sup>00</sup> set gk. Jore to  
No. 1. This page

Geo. W. Brigham  
Ensign

Examined and found to be correct.

J. M. Jordan,  
Lieut. & Navigator

## LOG of the UNITED STATES

*Ship Esca*  
*Making passage from Hampton Roads Va to Tompkinsville N.Y.*

Rate, 35

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 6.	Air, Dry Bulb.	Air, Wet Bulb.	Water at surface.					
A. M.																			
1	6	9	14.8	N. N. E. 6	N. N. E.		3			30.67	56	40	39	40	bc	-	10	5	
2	6	5	21.3	"	"		3			30.67	56	40	39	40	"	-	10	"	
3	6	8	28.1	"	South		3			30.67	57	40	39	40	"	-	10	"	
4	7	0	35.1	"	"		3			30.69	57	39	36	40	bc	ch	9	"	
5	6	8	41.9	"	N. E. 4 N.		3			30.69	58	39	36	40	"	"	8	"	
6	6	3	48.2	"	"		4			30.71	59	38	36	40	"	"	7	"	
7	5	7	54.9	N. N. E.	N. N. E.		3			30.74	59	39	36	40	"	"	7	"	
8	7	3	62.2	"	N. E.		3			30.76	59	39	36	40	"	"	7	"	
9	7	2	69.4	"	"		3			30.79	58	40	37	40	"	"	8	"	
10	7	4	76.8	"	"		3			30.79	57	39	36	39	"	ci-sb	7	"	
11	7	7	84.5	"	N. N. E.		3			30.79	59	40	37	39	"	"	6	"	
Noon.	8	0	92.5	"	"		3			30.79	60	40	37	40	"	"	6	"	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1	8	2	100.7	N. N. E.	N. E.	3			30.77	58	40	37	40	bc	ch	6	
2	8	0	8.7	"	E. N. E.	3			30.75	58	40	37	40	"	"	5	
3	8	0	17.2	N. N. E.	"	3			30.72	57	40	37	40	"	"	5	
4	8	0	26.6	N. N. E.	"	3			30.72	58	40	37	40	"	"	5	
5	8	4	34.0	"	"	2			30.70	58	40	38	40	"	"	4	
6	8	5	42.5	"	East	1			30.71	59	40	39	40	"	"	3	
7	8	4	50.9	"	"	1			30.72	61	40	39	40	"	"	6	
8	8	3	58.8	N. N. E.	N. N. E.	2			30.72	62	39	37	40	bc	ch	6	
9	8	7	68.0	N. N. E.	S. N. E.	3			30.73	60	37	36		"	"	6	
10	8	7	at anchor	S. N. E.	"	2			30.73	60	37	36		"	"	6	
11	8	7	at anchor	N. N. E.	"	2			30.73	60	37	36		"	"	8	
Mid.				"	N. N. E.	1			30.73	60	35	35		"	"	5	



under the command of

Commander E. P. Strong  
Sunday March 16<sup>th</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4<sup>00</sup> AM

Clear and cool - Gentle breeze from N. N. W. with. Barometer rising. Bright moonlight. At 2<sup>00</sup> took in and furled all fore and aft sail. At 3<sup>00</sup> sighted Fenwick Id. about eight miles off port beam. Barely visible. Steaming with four boilers. Av. steam 40. Av. rev. 46. Sight signal vessel.

O. T. Jackson,  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM.

Clear - cool and pleasant. Bright moonlight (first half). Gentle breeze from N. E. by N. to S. E. Barometer rising. At 6<sup>00</sup> sighted Fenwick Id. about eight miles off port beam. At 6<sup>00</sup> changed course by order of Commanding Officer to S. E. Steaming with four boilers. Average steam 40. Av. revolutions 40.

H. S. Bell,  
Ensign

From 8<sup>00</sup> AM to Meridian.

Clear - Gentle N. E. to S. E. breeze. At 9<sup>00</sup> mustered at quarters & Comdg. Officer in special ship - crew. Then held Divine Service. By order of Comdg. Officer. J. H. Shea (U. S. C.) was released from confinement, term having expired. At 10<sup>00</sup> Abasco Id. bore S. N. 1/8 E. (mag.) P. D. 86.4 and at 11<sup>00</sup> at bore abeam, P. D. 90.5. Steam 40 lbs. Av. rev. 45.

McHale,

Lieutenant, U. S. N.

Meridian to 4<sup>00</sup> P. M.

Fair and cool - Gentle breeze from N. E. and E. S. E. At 2<sup>00</sup> got fore and aft sail. At end under fore and aft sail only steam. Av. steam 40. Av. rev. 46. At 1<sup>00</sup> sighted Tucker Beach light house - had it abeam at 1<sup>00</sup>. At 1<sup>00</sup> sighted Barnegat light house. At 2<sup>00</sup> patent log 9<sup>00</sup> changed course to S. 1/4 E. Barnegat light house abeam at 3<sup>00</sup> distant 6.6 miles - At 3<sup>00</sup> patent log 22.5 changed course to S. by E. A number of vessels in sight during watch. By order, Comdg. Officer released 1000 lbs. from confinement.

Geo. W. Micaene,  
Ensign

From 4<sup>00</sup> P. M. to 6<sup>00</sup> P. M.

Fair - Light air to light breeze from E. S. E. East. Barometer rising. At 5<sup>00</sup> took in & furled all sail - Got back anchored ready for letting go. Steaming with four boilers. Av. steam 40. Av. rev. 46.

O. T. Jackson,  
Ensign

From 6<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Fair and cool - Light air from East to light breeze from N. N. W. Barometer steady. By order of Commanding Officer changed course at 7<sup>00</sup> to N. N. W. At end of watch under steam alone. Sighted Sandy Hook Light - Sandy Hook Lightship - Scotland lightship and Highlands of Scotland during watch. Average steam 40. revolutions 46.

H. S. Bell,  
Ensign

From 8<sup>00</sup> P. M. to Midnight.

Clear and cool - Light to gentle breeze from N. N. W. to S. W. Standing into New York Harbor - Comdg. Officer running. At 8<sup>00</sup> changed course to N. N. W. At 8<sup>00</sup> at Scotland Id. ship changed course to N. N. W. At 8<sup>00</sup> running in gun range. At 8<sup>00</sup> changed course to N. N. S. At 9<sup>00</sup> to S. S. N. 1/4 S. E. 6 1/2 and at 9<sup>00</sup> came to with port anchor in 5/8 gun range & veered to 3/4 gun. Hauled fore gun one boiler, tanked other fore and starboard distiller. Bearing East and starboard distiller to the S. (mag) 58.2 E. S. S. 22.2 E.

McHale,

Lieutenant, U. S. N.

J. J. Jordan, Lt.,

Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Tompkinsville, N.Y.*

*30* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.						TEMPERATURE.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, dry bulb.	Air, wet bulb.	Water at Surface.						
A. M.																			
1				<i>N. 3/4 E</i>	<i>N. N. W.</i>	<i>1</i>			<i>30.73</i>	<i>57</i>	<i>35</i>	<i>34</i>			<i>bc</i>	<i>cu</i>		<i>7</i>	
2				<i>N. 1/2 E</i>		<i>1</i>			<i>30.73</i>	<i>57</i>	<i>35</i>	<i>34</i>			"	"		<i>6</i>	
3				<i>N. 1/2 E</i>	<i>West</i>	<i>1</i>			<i>30.72</i>	<i>53</i>	<i>34</i>	<i>33</i>			"	"		<i>6</i>	
4				<i>N. 1/2 E</i>	<i>N. S. W.</i>	<i>1</i>			<i>30.72</i>	<i>56</i>	<i>34</i>	<i>33</i>			"	"		<i>6</i>	
5				<i>N. E</i>		<i>0.1</i>			<i>30.72</i>	<i>56</i>	<i>34</i>	<i>33</i>			<i>bc.m</i>	"		<i>5</i>	
6				"	"	<i>0.1</i>			<i>30.73</i>	<i>56</i>	<i>34</i>	<i>33</i>			"	"		<i>5</i>	
7				"	"	<i>0.1</i>			<i>30.73</i>	<i>57</i>	<i>34</i>	<i>34</i>			"	"		<i>5</i>	
8				<i>underway</i>	"	<i>0.1</i>			<i>30.73</i>	<i>53</i>	<i>36</i>	<i>35</i>			"	"		<i>5</i>	
9					"	<i>0.1</i>			<i>30.73</i>	<i>53</i>	<i>36</i>	<i>37</i>			"	"		<i>4</i>	
10				<i>N 1/2 E</i>	<i>South</i>	<i>10</i>			<i>30.73</i>	<i>52</i>	<i>43</i>	<i>41</i>			"	"		<i>4</i>	
11				<i>N 1/2 E</i>	"	<i>1</i>			<i>30.73</i>	<i>53</i>	<i>42</i>	<i>41</i>			<i>bc.m</i>	"		<i>0</i>	
Noon.				"	"	<i>1</i>			<i>30.75</i>	<i>53</i>	<i>42</i>	<i>41</i>			"	"		<i>0</i>	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

1900 "

Coal consumed during the preceding 24 hours,

3 tons, 2080 lbs.

Coal remaining on hand at noon,

35 " 540 "

P. M.																			
1				<i>South</i>	<i>S. E</i>	<i>2</i>			<i>30.71</i>	<i>55</i>	<i>42</i>	<i>40</i>			<i>bc.m</i>	<i>cu</i>		<i>0</i>	
2					"	<i>3</i>			<i>30.71</i>	<i>55</i>	<i>42</i>	<i>40</i>			"	"		<i>0</i>	
3				<i>S. E</i>	"	<i>1</i>			<i>30.70</i>	<i>57</i>	<i>44</i>	<i>42</i>			"	"		<i>0</i>	
4					"	<i>2</i>			<i>30.68</i>	<i>52</i>	<i>44</i>	<i>42</i>			"	"		<i>0</i>	
5				<i>S. 1/4</i>	<i>South</i>	<i>2</i>			<i>30.66</i>	<i>52</i>	<i>42</i>	<i>41</i>			"	"		<i>0</i>	
6				"	<i>S. S. E</i>	<i>2</i>			<i>30.66</i>	<i>64</i>	<i>40</i>	<i>39</i>			"	"		<i>0</i>	
7				"	"	<i>2</i>			<i>30.68</i>	<i>60</i>	<i>40</i>	<i>39</i>			"	"		<i>0</i>	
8				"	"	<i>1.2</i>			<i>30.68</i>	<i>61</i>	<i>40</i>	<i>39</i>			"	"		<i>0</i>	
9				<i>S. 1/4 x S</i>	<i>South</i>	<i>1</i>			<i>30.69</i>	<i>60</i>	<i>38</i>	<i>38</i>			"	"		<i>0</i>	
10				<i>N x E</i>	"	<i>1</i>			<i>30.69</i>	<i>62</i>	<i>38</i>	<i>38</i>			"	"		<i>0</i>	
11				<i>South</i>	<i>calm</i>	<i>0</i>			<i>30.69</i>	<i>61</i>	<i>38</i>	<i>38</i>			<i>bc.m</i>	"		<i>2</i>	
Mid.				<i>N x E</i>	-	<i>0</i>			<i>30.69</i>	<i>60</i>	<i>37</i>	<i>37</i>			"	"		<i>4</i>	



under the command of

Commander E. J. Strong  
Monday March 7<sup>th</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Fair, and w. Light air from between N. N. W. and N. S. W. Bright  
moonlight.

Geo. W. Higgins  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Cloudy - Heavy mist - Calm to light air from S. S. W. At 7<sup>00</sup> got under  
way and started up main ship channel for anchorage off Southampton  
S. S. Commanding Officer consulting. At. steam 50 At. Rev. 32.

J. P. Lachin.  
Ensign

From 8<sup>00</sup> AM to Meridian

Cloudy and cool - Calm to light air from N. S. W. to South. Barometer steady.  
Standing up to anchorage off Southampton (Commanding Officer at com) until 8<sup>00</sup> when  
came to with port anchor, 9<sup>00</sup> fathoms water soft bottom. Exchanged number and  
made general signal int. 1211 to "Error" before anchoring. At 9<sup>00</sup> made general signal  
int. 1259 to "Error" answered by affirmative. Got underway and anchored at 9<sup>15</sup>  
in 9 fathoms water soft bottom 60 fathoms chain port anchor. Bearing at anchor  
Rotten Reef Light S. 6<sup>1</sup>/<sub>2</sub> E. Red Bell 6<sup>1</sup>/<sub>2</sub> S. Stapleton wharf S. S. W. 1/4 N. full bearing  
magnetic. At 11<sup>00</sup> made general signal int. 5455 and then hoisted sail to a  
brightline, unbent light gear. Received boarding visit from "Error" Commanding  
Officer called "Specialty on Error". Received following messages from "Error" -  
2572 and wig bag. Have sick ready to go in 15 min; will wait for you and  
"Error" will go up to city and be back in two hours will take sick men.  
By order of Commanding Officer confined H. H. Wood coal passer in double  
iron - to assist trial by court martial for striking a chief petty officer.  
Draft of ship forward. 13.3 - aft. 16.1. Blanketed girls.

A. J. Sellen

Meridian to 4<sup>00</sup> P. M.

Ensign

Overcast and cool. Light breeze from S. E. At 3<sup>00</sup> furled sail, sent down light  
sails and unbent light sails. By order of Commanding Officer released S. Faulkner (A. S. C.)  
from confinement transferred the following to the Naval Hospital Brooklyn -  
with bag - hammocks and necessary papers - J. P. Jones (A. S. C.) J. Kelly (A. S. C.) A.  
Falkner (A. S. C.) J. H. Hunt (A. M. S. C.) J. G. Galtieri (C. S. S. S. S.) M. Falkenberg (Coa) S. L. Fable (Payman) and  
S. Faulkner (A. S. C.)

Geo. W. Higgins  
Ensign

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Overcast and misty - Light breeze from S. S. E. Sent liberty parties ashore. By order of  
Commanding Officer confined C. W. Adams (A. S. C.) for the lack of solitary confinement on  
head and failed for refusing to obey the order of a petty officer.

A. J. Sellen  
Ensign

From 8<sup>00</sup> P. M. to Midnight

Overcast to cloudy Light S. E. air and calm. A very peculiar light in sky to N. W. W.

Examined and found to be correct.

Midnight  
Lieutenant, U. S. N.

John H. Stewart  
Lieut. Navigator

## LOG of the UNITED STATES

*Ship Esra*  
*At anchor in Tompkinsville, N.Y.*

*30* Rate,

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of Moon.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.																
1				<i>North</i>	<i>West</i>	1			30.65	59	57	57	<i>bcw</i>	<i>cu-on</i>		6
2				"	<i>calm</i>	0			30.66	59	56	56	"	"		6
3				"	"	0			30.66	57	55	55	"	"		6
4				"	"	0			30.66	57	55	55	<i>bcw</i>	"		4
5				<i>S x N</i>	"	0			30.64	57	55	55	<i>bcw</i>	"		5
6				"	"	0			30.64	57	55	55	"	"		5
7				"	"	0			30.65	57	55	55	"	"		5
8				"	"	0			30.69	59	56	56	"	"		6
9				<i>S N</i>	<i>N E</i>	0.1			30.69	59	43	43	"	"		2
10				<i>North</i>	<i>calm</i>	0			30.67	59	43	43	"	"		4
11				<i>N 1/2 E</i>	<i>South</i>	1			30.67	60	46	45	"	"		5
Noon.				"	"	2			30.67	60	45	44	"	"		5

Position at 3 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation

Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Speed per hour: miles, set

true.

Position at 3 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1200

Water remaining on hand fit for use at noon,

2600

Coal consumed during the preceding 24 hours,

2 tons, 1523 lbs.

Coal remaining on hand at noon,

32 " 1200 "

P. M.																
1				<i>N 1/2 E</i>	<i>South</i>	2			30.61	60	45	43	<i>bcw</i>	<i>cu-sto</i>		6
2				<i>N 1/2 E</i>	"	2			30.61	60	44	43	"	"		6
3				<i>N 1/2 x N</i>	<i>S E</i>	23			30.61	60	44	43	"	"		5
4				<i>E x S</i>	<i>S S E</i>	23			30.61	60	44	43	"	"		6
5				<i>S S N</i>	"	3			30.60	63	44	43	"	"		6
6				"	"	2			30.60	63	44	43	"	"		6
7				<i>S x N</i>	"	2			30.61	63	44	41	<i>bcw</i>	<i>cu</i>		6
8				"	"	2			30.60	64	40	40	"	"		6
9				"	<i>calm</i>	0			30.60	62	39	38	"	"		6
10				<i>South</i>	"	0			30.60	62	39	38	"	"		6
11				"	<i>S S N</i>	1			30.60	59	37	37	"	"		6
Mid.				"	"	1			30.60	58	37	37	"	"		7



under the command of

Commander E. I. Strong  
Tuesday March 8<sup>th</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Cloudy, cold and wet. Foggy last hour. Calm and light airs.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Misty - cool and calm. Paymaster receives fresh provisions as follows 72 lbs  
beef and 89 lbs each of beef and vegetables.

Geo. W. Williams  
Ensign

H. H. H. H.  
Ensign

From 8<sup>00</sup> AM to Meridian

Misty - light airs from N.E. to the South and calm. At 9<sup>30</sup> mustered at  
quartermaster's. The Comdg. Officer of the U.S. Terror made an official visit  
to the ship - Lieut. J. M. Ordan, U.S.N. was detached from the ship.  
Orders home and granted leave. Lt. A. H. H. (C.P.) received copy of specification of  
offenses preferred against him by Comdr. E. I. Strong, U.S.N.

M. H. H.

Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Fair - misty and cool - Light to gentle breeze from between South & E

Geo. W. Williams  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Cloudy - Light breeze from S.S.E.

M. H. H.

Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Fair - misty and cool - Calm and light airs. By order of Commanding  
Officer C. H. H. (C.B.M.) was placed under Master-at-Arms charge to  
await trial by S.C.-M.

Geo. W. Williams  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. & Navigator

## LOG of the UNITED STATES

35 Rate,

*Ship Essex*  
*At anchor in Tompkinsville, N. Y.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 11.	Air, dry bulb.	Air, wet bulb.	Water at Surface.			
A. M.																	
1				<i>South</i>	<i>variable</i>		10			30.60	62	57	57	<i>b.c. m.</i>	<i>cu</i>	2	
2				<i>N. N. E</i>	<i>South</i>		10			30.59	62	57	57	<i>b.c. f.w.</i>	"	1	
3				<i>N. N. E</i>	"		10			30.59	58	55	55	<i>b.c. f.w.</i>	"	0	
4				<i>S. S. W</i>	"		10			30.57	56	54	54	"	"	0	
5				<i>S. S. W</i>	"		10			30.57	56	54	54	"	"	0	
6				<i>S. S. W</i>	"		10			30.58	56	54	54	"	"	0	
7				<i>S. S. W</i>	"		10			30.58	56	54	54	"	"	0	
8				<i>South</i>	<i>N. N. E</i>		8			30.60	61	54	54	"	"	0	
9				<i>S. S. W</i>	<i>S. S. W</i>		2			30.61	61	59	59	"	"	0	
10				<i>S. S. W</i>	<i>S. S. W</i>		2			30.61	61	42	42	"	"	0	
11				<i>S. S. W</i>	<i>S. S. W</i>		2			30.60	63	47	47	"	"	0	
Noon.				"	"												

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

800 "

2900 "

2 tons, 1520 lbs.

29 " 1980 "

P. M.																	
1				<i>N. N. E</i>	<i>S. S. E</i>	1				30.60	63	41	40	<i>b.c. m.</i>	<i>cu</i>	5	
2				<i>N. N. E</i>	"	1				30.58	64	44	43	"	"	5	
3				<i>N. N. E</i>	"	2				30.57	64	47	46	"	"	5	
4				<i>N. N. E</i>	"	2				30.57	63	44	44	"	"	6	
5				<i>N. N. E</i>	"	2				30.65	62	44	44	"	"	6	
6				<i>S. S. W</i>	"	2				30.57	63	43	43	"	"	6	
7				<i>S. S. W</i>	<i>calm</i>	0				30.57	62	43	43	<i>b.c. m.</i>	<i>cu</i>	6	
8				<i>S. S. W</i>	<i>S. S. E</i>	1				30.57	62	43	43	"	"	6	
9				<i>S. S. W</i>	<i>S. S. E</i>	1				30.57	63	43	43	"	"	6	
10				<i>South</i>	"	1				30.57	63	43	43	"	"	6	
11				<i>South</i>	"	10				30.57	63	42	42	"	"	6	
Mid.				<i>South</i>	<i>variable</i>	10				30.58	62	42	42	"	"	6	



Commander E. P. Strong  
Wednesday March 19<sup>th</sup>

, U. S. Navy,  
, 1898.

## RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

commenced and until 4<sup>00</sup> am.

Cloudy - Dense fog. Light variable air.

C. T. Lockington

Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Overcast and foggy. Light air to quite breeze from the West to S.W.  
A clear morning ahead. Getting apprentices ready to leave ship.

W. H. L. W.

Lieutenant. U.S.A.

From 8<sup>00</sup> AM to Meridian

Loggy - Light air and breeze from N.W. shifting to S.E. By order of Com-  
manding Officer released C. Ogden, and C. F. Adams (C.B.) Com Confinement  
by same authority released Judd Martin, at - Broome Charge C. Form (C.B.M.)  
Fire act, punishment as C.M. is this day revoked for being drunk  
on board ship. - transferred the following to the U.S. to Vermont, with  
20 - hammocks and necessary papers (see list). Geo. W. Milnes

Geo. W. Milnes

Ensign

Meridian to 4<sup>00</sup> P.M.

Fair and misty - Light air and breeze from SSE. Received in Dept  
 Team Engineering the following stores 100 lbs. Sal Soda - 3 Rubber dows  
 rats - 1 Liquid vice - 4 1/2 lbs 1" brass pipe - 2 screw wrenches - 5 lbs soft  
 solder - 2 brass hand lamps - 2 galvanize water buckets - 2 board  
 nails - In Construction Department 5 white covers - 5 soap bars - 2 wash  
 suds - 1 set caulking iron - 1 set socket framing chisels - 1 caulking  
 hook - In Navigation Department 150 gallon bar oil - Aug Tropic came down.  
 B.C.M. of which Lieut J. H. Stewart U.S.N. was senior member met at 1.15

Geo. Thompson

Ensign

from 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair and misty - Light breeze from S.E. and calm.  
Pay Clerk R. H. Washington retained fund lease S.E. M. adjourned at 4<sup>20</sup>  
No. 1111

Geo. W. Minniss

Foreign

from 8<sup>00</sup> P.M. to Midnight

Fair and misty - Light airs.

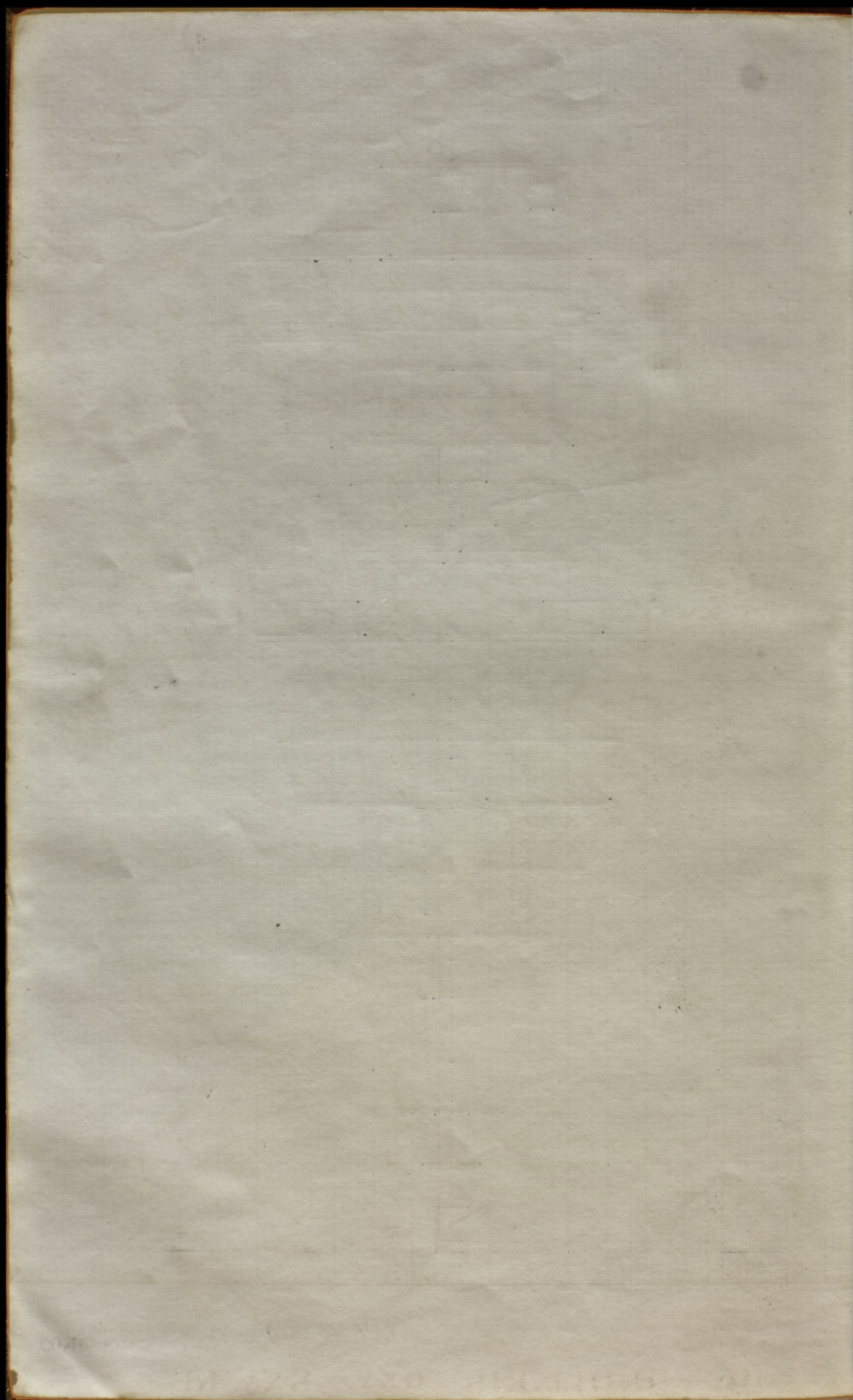
Geo. Whiting

Onsign

Examined and found to be correct.

John Stewart  
Recd. Nari

*Navigator.*





ANCHER F.L.	HAVILAND A.M.	NILAN W.H.
ADAMS C.T.	HUGHES A.E.	NASH A.J.
BELOCHER H.L.	HARRINGTON D.	O'CONNOR W.
BOOKER H.C.	HARNEY E.T.	O'KEEFE G.
BRNDL T.M.	HERRINGHAUS W.F.	OLIVER J.O.
BRNOT A.P.	HANSEN G.E.	PASHO J.D.
BRODERICK E.J.	JONES R.C.	PANGBORN W.H.
BOWDEN C.R.	JENNINGS S.E.	PLATKA W.S.
BURDEN H.	JORDINE A.J.	ROBINSON C.J.
BREBE W.H.	KONTOR R.W.	RIESCHNER R.J.
BRISBERT H.C.	KRALL J.M.	RAPHAEL C.A.A.
BLAKE F.L.	KNUBBERT C.H.	SPRAY E.L.
BENEDICT C.A.	KNAFF P.	SCHLESSEER A.
BOYER F.J.	KREYAS C.F.	SHRA J.J.
BECK J.H.	KLAMFUS D.H.E.	SCHLOSSER H.J.
BRODERICK W.J.	KOCH H.A.	SHEPHERD G.F.
BILLINGS C.M.	LEPPERT F.	SCHUTZ W.
BIGALL W.	LAWTON A.E.	STORCH J.
CLARK J.H.	LEANEY D.	SMITH J.
CONNEY F.J.	LA CHANCE W.E.	SUTTON W.H.
DRIMAN R.E.	LEWIS C.	SANTHONS W.
DEARBORN G.A.G.	LENZ M.C.	SEMPLEBOTH F.J.
DAVIS W.J.	LONDON F.H.	SOMMERS H.
DECKER J.H.	LONGUET A.W.	SIMMONS M.L.
EARLY G.J.	KUELLER J.	STOLL W.L.
EYNS G.M.	MERINERT M.G.	STONE F.D.
FORREST W.S.	MAC DONALD D.	TEAVERS J.
FOLEY J.M.	MAHONY W.	TAYLOR C.E.G.
FALLESON J.N.	MCCARTHY J.J.	VOLMER J.F.
FIELD G.L.	MURPHY J.G.	WILSON R.
FOULKES T.L.	MACAULEY G.L.	WOLF G.
FULLCHER J.H.	MAHONEY J.A.	WIDMAN T.M.
FURLEY F.J.	MCCANN J.	WICK A.J.
FERRIS C.	MCCUIRE G.C.	WADK P.
GRDY S.	MCOWEN E.	WALL P.J.
GREMLER A.M.	MANSFIELD J.W.	WALSH R.J.
HMOND E.P.	MURRAY E.	WARD N.S.
HILL C.E.	NELSON J.L.	WHITE W.L.
HOWARD J.H.	NORTON C.E.	WALLACE W.J.
HALL A.A.	NAVARRO F.	RALPH Z.P.
		SALES J.H.
		FURNISH W.G.

*W. H. M. M. M.*  
*W. H. M. M. M.*

## LOG of the UNITED STATES

Ship *Essex* 30 Rate,  
*At anchor in Tompkinsville, N.Y.*

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air by Bulb.	Wet Bulb.	Water at Surface.			
A. M.																	
1				<i>South</i>	<i>calm</i>		0			30.58	59	40	40	<i>b. m.</i>	<i>cu</i>	5	
2				<i>S. x E</i>	"		0			30.58	57	40	40	"	"	5	
3				"	"		0			30.58	57	40	40	"	"	5	
4				<i>S. x E</i>	"		0			30.58	56	40	40	"	"	5	
5				<i>S. S. E</i>	"		0			30.58	58	40	40	<i>b. m.</i>	"	3	
6				<i>S. x S</i>	<i>N. N. W</i>		6			30.58	58	39	39	<i>b. c. f. m.</i>	"	2	
7				<i>S. S. W</i>	"		1			30.60	57	40	40	"	"	2	
8				<i>S. x W</i>	<i>S. x E</i>		1			30.61	55	40	40	<i>b. c. f.</i>	"	0	
9				"	<i>S. E</i>		1			30.61	59	45	46	"	"	0	
10				<i>S. S. W</i>	<i>calm</i>		1			30.62	59	53	53	<i>b. c. f.</i>	"	4	
11				<i>South</i>	<i>S. S. E</i>		2			30.62	60	57	49	"	"	4	
Noon.				"	<i>South</i>		2			30.62	61	57	49	"	"	3	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

400 gallons.

100 "

2600 "

2 tons, 640 lbs.

27 " 1340 "

P. M.																	
1				<i>South</i>	<i>South</i>		2			30.60	61	50	49	<i>b. c. f.</i>	<i>cu</i>	5	
2				<i>S. S. W</i>	"		2			30.60	62	45	47	"	<i>cu-st</i>	5	
3				<i>South</i>	"		2			30.60	62	45	48	"	"	5	
4				<i>S. x E</i>	<i>S. S. E</i>		2			30.60	63	49	45	"	"	5	
5				<i>S. E</i>	"		2			30.60	63	40	40	"	"	5	
6				<i>S. E x S</i>	"		2			30.60	63	42	42	<i>b. c. f.</i>	"	0	
7				<i>S. S. E</i>	<i>South</i>		1			30.60	64	43	43	"	"	0	
8				<i>S. S. W</i>	"		1			30.60	64	43	43	<i>b. c. f. m.</i>	"	6	
9				<i>South</i>	"		0/1			30.61	63	43	43	"	"	5	
10				<i>S. S. W</i>	<i>calm</i>		0			30.61	62	42	42	"	"	5	
11				<i>S. W</i>	"		0			30.61	60	42	42	<i>b. m. m.</i>	"	6	
Mid.				<i>South.</i>	"		0			30.60	60	42	42	"	"	6	



under the command of

Commander E. P. Strong  
Thursday March 10<sup>th</sup>

, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4<sup>00</sup> AM.  
Fair - misty - Calm -

Lt. J. H. Stewart  
Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM.  
Cloudy - misty then foggy - Light air and calm.

Lt. J. H. Stewart  
Ensign

From 8<sup>00</sup> AM. to Meridian  
Overcast to cloudy - Light air and breeze from N.E. Just before  
shifting to S.E. and South. last half. Commander E. P. Strong, U.S.N.  
left the ship in 2 days leave.

Lt. J. H. Stewart  
Ensign

Meridian to 4<sup>00</sup> P.M.  
Fair - Light breeze from South. Lieut. J. H. Stewart, U.S.N. left the  
ship on two days leave.

Lt. J. H. Stewart  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Cloudy to overcast - Light air and breeze from South and  
S.S.E. - Foggy last hour.

Lt. J. H. Stewart  
Ensign

From 8<sup>00</sup> P.M. to Midnight  
Foggy - and misty - Calm -

Lt. J. H. Stewart  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Pomphreysville N.J.*

30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 6 ft.	Air.	Wet Bulb.				
A. M.															
1				South	calm	0		30.60	60	42	42	bc. fm	cu	5	
2				"	"	0		30.59	60	42	42	"	"	5	
3				"	"	0		30.59	60	42	42	bc. fm	cu	5	
4				"	"	0		30.57	60	42	42	"	"	0	
5				"	"	0		30.58	60	42	42	"	"	0	
6				N. N. E	N. N. E	1		30.60	58	42	42	"	"	0	
7				S. S. W	calm	0		30.59	61	41	41	"	"	0	
8				S. S. W	"	0		30.59	61	41	41	"	"	0	
9				"	"	0		30.59	62	42	42	"	"	0	
10				South	N. N. E	0.1		30.59	62	42	42	"	"	0	
11				S. N	"	0.1		30.59	64	45	45	"	"	1	
Noon.				S. N. x N	calm	0		30.59	65	46	46	"	"	0	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

300 gallons.

600 "

2900 "

1 tons, 1280 lbs.

76 " 60 "

P. M.															
1				South	S. S. E	1		30.55	64	46	46	bc. fm	cu	0	
2				N. E	"	2		30.53	62	47	47	"	"	0	
3				"	"	2		30.51	62	47	47	bc. fm	"	5	
4				"	"	2		30.51	62	44	44	"	"	4	
5				N. E	"	3		30.50	63	46	46	bc. fm	"	0	
6				"	"	3		30.49	64	42	42	"	"	0	
7				S. N	S. E	2		30.49	64	42	42	"	"	0	
8				S. N	S. S. N	2		30.49	65	42	42	"	"	0	
9				"	"	1		30.49	65	42	42	"	"	0	
10				"	calm	0		30.49	67	42	42	bc. fm	cu	1	
11				"	"	0		30.49	66	42	42	"	"	6	
Mid.				"	"	0		30.49	66	42	42	"	"	2	



under the command of

Commander E. P. Strong  
Friday March 11<sup>th</sup>

, U. S. Navy,  
, 18 98.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am  
Foggy and calm -

Instructions  
Ensign

From 4<sup>00</sup> am to 8<sup>00</sup> am

Foggy - Calm and light air. Received in dept. of 5 and a  
38 3/4 lbs of beef and vegetables and 31 lbs of bread.

Instructions  
Ensign

From 8<sup>00</sup> am to Meridian

Overcast - Foggy and wet - Calm to light variable air. Absent  
without leave Mr. (m. att) J. Ellis (G. M. S. C.) A. Lee (C. P.) J. Griffin  
(C. P.) Coal lighter Lucy Gildersleeve came along side - made for  
paradise for coaling.

Instructions  
Ensign

Meridian to 4<sup>00</sup> P. M.

Overcast and foggy. Light air to light breeze from S. S. E.  
Coaling ship. Finished coaling at 3<sup>12</sup> having taken on board 50  
tons of bituminous coal. Ship liberty partly ashore.

Instructions  
Ensign

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Foggy. Light to gentle breeze from S. S. E. to S. S. W.

Instructions  
Ensign

From 8<sup>00</sup> P. M. to Midnight. Foggy - Calm.

Instructions  
Ensign

Examined and found to be correct.

John L. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*At anchor in Tompkinsville, N.Y.*

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, by bulb.	Wet bulb.	Water at Surface.			
A. M.																
1				S. 71	calm	0			30.65	64	43	43	o.c.f.m.	cu	0	
2				South	S. 5 E	10			30.63	65	44	44	"	"	0	
3				"	"	10			30.62	64	44	44	"	"	0	
4				"	"	1			30.62	64	44	44	o.c.m.w.	"	4	
5				N. 6 x S.	S. 5	1			30.61	65	44	44	h.c.m.w.	"	4	
6				"	"	10			30.58	62	45	45	"	"	3	
7				"	"	10			30.58	61	45	45	"	"	3	
8				"	"	1			30.56	63	45	45	o.c.f.m.	cu-cl	0	
9				South	calm	0			30.56	62	45	45	o.c.f.d	cu-cl	0	
10				S x 71	"	0			30.54	62	45	45	"	"	0	
11				S. 5 N.	South	2			30.52	62	45	45	o.c.f.	"	0	
Noon.																

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																
1				N. 71	S. 5 E	2			30.51	62	45	45	o.c.m.	cu	0	
2				South	"	2			30.50	64	49	49	"	"	0	
3				S x E	"	2			30.50	64	49	49	"	"	0	
4				South	"	2			30.29	60	49	49	o.c.m.	"	0	
5				"	"	2			30.27	64	45	45	o.c.m.	"	0	
6				N. E	South	2			30.25	64	45	45	h.c.m.	cu-sh	4	
7				S x S.	"	2			30.25	64	46	46	"	"	4	
8				South	"	2			30.27	65	46	46	"	"	4	
9				"	"	2			30.25	66	45	45	"	"	4	
10				S x N.	"	2			30.27	65	49	49	"	cu	4	
11				"	S. 5	2			30.27	66	49	49	h.c.	"	5	
Mid.				S. S. N.	South	2			30.25	62	47	49	"	"	4	



under the command of

Commander E. I. Strong  
Saturday March 12

U. S. Navy,  
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences apt until 4<sup>00</sup> AM  
Overcast - foggy and wet. Calm to light air from S.S.E.

A. S. Hall  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Cloudy, misty and wet - calm to light S.E. by air. Paymaster received fresh provisions as follows: 31 lbs bread, 38 3/4 lbs beef, 38 3/4 lbs vegetables. James Laven (C. G. mate) reported his term of enlistment had expired. Lieut. J. H. Stewart reported no return from leave.

A. S. Hall  
Ensign

From 8<sup>00</sup> AM to Meridian

Overcast - foggy, wet, or drizzling. Clearing slightly last part. Light air & breeze (breeze S.E. to the South) and calmer. Received without leave J. C. (C. G. M. & C.) & J. C. (C. G. M. & C.) A. J. (C. G. M. & C.) & J. C. (C. G. M. & C.) returned on board this morning overtime.

M. H. Mulhe  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Overcast & misty. Passing shower last hour. Light S.E. breeze. Received in Dept. of S. & G. 31 lbs fresh bread & 38 3/4 lbs each fresh beef & vegetables. J. Laven (C. G. mate) was discharged, his term of enlistment having expired.

M. H. Mulhe  
Lieutenant, U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Overcast to Cloudy - Clearing somewhat last part. Sent liberty party ashore - Received in Medical Dept. 8 cases of stores.

M. H. Mulhe  
Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Cloudy - light breeze from the South to S.E.

M. H. Mulhe  
Lieutenant, U.S.N.

Examined and found to be correct.

J. H. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

3rd Rate,

*Ship Essex*  
*At anchor in Tompkinsville, N. Y.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 56.	Air.	Wet Bulb.				
A. M.																	
1				<i>West</i>	<i>South</i>		01			30.25	60	45	45	<i>b.c.m.</i>	<i>str. cu</i>		5
2				<i>S. 1/2 E</i>	<i>calm</i>		0			30.24	60	45	45	"	"		4
3				<i>S. x E</i>			0			30.23	62	45	45	"	"		4
4				<i>S. x E</i>	<i>S.S.E</i>		2			30.23	64	47	47	"	"		3
5				"	"		2			30.23	64	47	47	"	"		3
6				"	"		01			30.21	61	47	47	"	"		2
7				<i>N. E</i>	"		3			30.18	62	45	45	"	"		2
8				<i>N. 1/2 E</i>	<i>S.S. E</i>		01			30.17	61	47	46	"	"		2
9				<i>S.S. E</i>	"		4			30.13	60	47	47	<i>b.c.m.</i>	<i>cu</i>		0
10				<i>S.S. E</i>	"		4			30.13	62	61	59	"	"		0
11/10				<i>under way</i>	"		4			30.11	65	62	60	<i>b.c.m.</i>	<i>cu. cum</i>		1
Noon.				<i>various courses</i>	"		34			30.09	63	53	52	<i>b.c.m.</i>	"		0

Position at 8 A. M. { Latitude by  
Longitude by

{ Latitude by observation  
Longitude by observation

Position at noon: { Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

*Bearings*  
"

40° 28' " N  
74° 01' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water *distilled* during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

2 tons, 1930 lbs.

Coal remaining on hand at noon,

71 " 1340 "

P. M.																	
1	<i>standing out</i>	-	<i>S.S. E</i>	44	30.05	63	58	52	<i>b.c.m.</i>	<i>g. cu</i>							0
2		-	<i>South</i>	46	30.03	64	54	52	"	"							0
3/10	<i>anchors</i>	-	<i>S.S. E</i>	46	30.02	64	55	54	"	"							0
4		-	<i>S. E</i>	46	30.01	63	56	55	"	"							0
5		-	<i>S. 1/2 x E</i>	45	30.03	63	52	53	"	"							0
6		<i>S. S. E</i>	"	34	30.04	66	53	54	<i>b.c.m.</i>	<i>d</i>							0
7		<i>S. 1/2 E</i>	<i>S. E</i>	2	30.09	65	51	51	<i>b.c.m.</i>	<i>d</i>							3
8		"	"	24	30.11	69	57	57	<i>b.c.g.</i>	"							5
9		<i>S. 1/2 x E</i>	<i>West</i>	34	30.16	69	58	50	"	"							5
10		<i>S. E</i>	"	34	30.19	67	49	47	"	"							5
11		<i>S. E</i>	<i>N. 1/2 E</i>	34	30.20	63	47	45	"	"							6
Mid.		"	"	34	30.21	61	46	44	"	"							7



under the command of *Commander E. I. Strong*  
*Sunday March 13th*

, U. S. Navy,  
, 1898.

## RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Cloudy - Light airs from the South to S.E. and calm. Very  
misty in Clover Bay. Bar. falling slowly.

W. H. Hulse  
Lieutenant, U.S.A.

From 4<sup>00</sup> Am. to 8<sup>00</sup> Am. Lieutenant. W. R.  
Cloudy & misty. Light air to gentle S.E. breeze. Bar. falling.  
At 6 started fires in boilers. B & D.

W. H. Hulse  
Lieutenant. U.S.A.

From 8<sup>00</sup> AM to Meridian  
Forecast & mild. Gentle to moderate S.E. Breeze. At 9<sup>00</sup> minutes at quarters  
the following absejts without leave - Ellis John (P.M. & A) Giffen J. (C.P.) See A (C.P.)  
St. Jn. M. Att. Rubin H. C. (Piler). Made preparatons for sea and at 11<sup>00</sup>  
got underway & stood out of New York Harbor under steam alone Comd.  
Officer at the con. At 1<sup>00</sup> made 5<sup>00</sup> AM + 890 to Denver - answered ap-  
plicative. At 11<sup>00</sup> made to "Denver" (W. V.) There send my mail to Portsmouth  
Navy Yard. Asst Paymaster H. C. Pierce, Wt. left the ship in order to report  
before a board in Washington DC on the 14<sup>th</sup> inst. For examination for  
promotion. Ensign G. H. Williams Wt. was detached and ordered to Wt.  
Columbia as watch & Avision Officer. Steaming with three boilers.  
Av. steam +0. Av. rev. 35.

O. T. Jackson  
Ensign

Meridian to 4<sup>00</sup> P.M.

Overcast squally and squally - Gentle to fresh breeze blowing in squalls  
from S.W. shifting to S.E. and back to S.W. Barometer falling.  
Steaming down main ship channel Commanding Officer at the com-  
mence 2<sup>nd</sup> when after passing entrance to Gedney Channel glided  
up the channel and anchored at 5<sup>30</sup> 45 fathoms - Port chain  
6 fathoms water. Bearings at anchor: South Beacon S.E.  $\frac{1}{2}$  E - 1 mile  
S  $\frac{3}{4}$  E. Cover Beacon S.W. by S (mag) 3 miles. *H. S. Allen*

*A. B. McKim*  
Emergent

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Overcast to Fair - Light drizzle 2<sup>nd</sup> + 3<sup>rd</sup> Hours. Light to moderate  
breeze from S.W. to N.W. Barbed wire.

*W. L. Jackson*  
*Ensign*

From 8<sup>00</sup> P.M. to Midnight.

From 8:00 P.M. to Midnight.  
Fair - gentle to moderate breeze from West + N. N. W. Banked fire.

O. P. Locken  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

Ship Essex

32 Rate,

At anchor in New York Bay and making passage to Portsmouth, N. H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Height of Clouds, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches, and °.	Therm. at 0°.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1				S. 21	St. N. 21	3.4			30.21	61	40.5	44	b.c.g.	cu-st	6	
2				St. 21	St. 21	3.5			30.24	61	40.4	44	"	"	6	
3						3.5			30.26	61	40.4	43	"	"	6	
4					"	3.5			30.29	59	40.4	43	"	cu	6	
5				St. x S	"	3.2			30.29	59	40.3	42	b.c.m.	"	7	
6				St. x St.	West	2.3			30.33	59	40.3	42	"	"	8	
7					S. 21	1			30.35	59	40.4	43	"	st	8	
8	6	2	6.2	E 1/4 S	St. S. 21	3			30.37	59	40.5	43	"	"	8	
9	7	3	13.5	"	S. 21 x St.	3			30.37	60	40.5	46	"	"	8	
10	8	0	21.5	"	"	3			30.37	60	51	49	"	cu	8	
11	7	1	38.6	"	"	3			30.37	62	51	49	"	"	8	
Noon.	5	5	32.5	East E 1/4 E	St. N. 21	3			30.36	62	48	46	lim	"	13	

Position at 8 A. M. { Latitude by *hearing* 40° 29' " N  
 { Longitude by " 75° 46' " W  
 { Latitude by observation " " "  
 { Longitude by observation " " "  
 Position at noon: { Latitude by *D.R. hearing* 40° 39' " N  
 { Longitude by *D.R.* 75° 07' " W

Course made good since preceding noon: E. S. E.

Distance made good since preceding noon:

44 miles.

Distance by Log since preceding noon:

miles.

Current per hour: — miles, set true.

Position at 8 P. M. { Latitude by *hearing* 40° 54' " N  
 { Longitude by " 71° 54' " W

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water *distilled* during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

11 tons, 600 lbs.

Coal remaining on hand at noon,

60 " 540 "

P. M.																	
1	6	9	42.9	E. N. E	West	3		30.36	63	45	46	41	b.c.m.	st-cu	8	S	
2	7	3	50.2	"	"	3		30.35	62	45	46	41	"	"	8	"	
3	7	9	58.1	"	"	3		30.33	61	47	45	41	"	"	8	"	
4	7	2	65.3	"	St. N. 21	3		30.32	61	47	45	41	"	"	8	"	
5	3	9	72.8	N. E. x E 1/4 E	"	3		30.33	61	46	44	41	"	"	8	"	
6	7	1	79.9	"	St. N. 21	2		30.34	61	45	44	41	"	"	7	"	
7	7	2	87.1	"	West	3		30.35	63	45	44	41	"	"	7	"	
8	1	2	91.5	E. N. E 1/4 E	"	4		30.36	62	44	43	41	"	"	8	"	
9	6	8	1.2	"	St. N. 21	4.5		30.37	62	43	42	41	"	"	7	"	
10	6	5	7.7	"	"	4.5		30.37	62	42	41	41	"	cu	7	"	
11	6	8	14.5	"	"	4		30.38	62	41	40	41	"	"	8	"	
Mid.	7	5	22.0	"	St. N. 21	3.4		30.39	62	40	39	41	"	"	8	"	



under the command of

Commander E. P. Strong  
Monday March 14<sup>th</sup>

U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Fair - gentle to stiff breeze from S. by S. & S. W.

O. P. Ladd  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Clear and fine - Light to gentle breeze from S. by S. to S. W. At 6<sup>00</sup> got underway and stood out to New York Bay under pilotage alone. Comd. Officer at the command. At 7<sup>00</sup> took departure from Hoboken buoy at entrance of Hudson. Changed course abeam; put overboard log reading 0.7 set course E by S. At 7<sup>00</sup> left port. Fore topmast staysail - foresail & spanker - Av. steam 30. Av. Rev. 37.

O. P. Ladd  
Ensign

From 8<sup>00</sup> AM to Meridian

Clear and pleasant - Gentle breeze from S. by S. to S. W. Barometer steady. At 9<sup>00</sup> murdered at quarters and published sentence of Summary Court Martial for case of J. H. Hall, code parer, sentenced to solitary confinement, in double iron on bread & water for four days, with full ration every first day and to lose three months pay. By order of Commanding Officer confined to S. Hall, coal deck, in accordance with above sentence. James Green received lacking appointment, as Chief Gunner's Mate. By order of Commanding Officer changed course at 11<sup>00</sup> to East and at 11<sup>00</sup> to E. by S. Took on fore topmast staysail at 10<sup>00</sup> and spanker at 12<sup>00</sup>. On course under steam and foresail and jib. Average steam 30 - revolutions 41. Sight of Fire Island lightship at 10<sup>00</sup>.

H. S. Bell  
Ensign

Meridian to 4<sup>00</sup> P. M.

Clear and pleasant. Hazy about horizon. Gentle breeze from the West. At 2<sup>00</sup> took in jib & foresail. Rev. 42. Steam 35 lbs. At 3<sup>00</sup> took bearing of Shinnecock. Lt. Ho. N. E. 1/4 E. (mag)

O. P. Ladd

From 4<sup>00</sup> P. M. to 6<sup>00</sup> P. M.

Clear & fine - Gentle to light breeze from S. by S. & S. W. At 4<sup>00</sup> Shinnecock light bore abeam - distance 110 miles. At 4<sup>00</sup> changed course to S. E. 1/4 E. (pl. 69.2) Steaming with three boilers. Av. steam 40. Av. Revs. 40

O. P. Ladd  
Ensign

From 6<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Clear and cool. Gentle to moderate breeze from S. by S. to South. Barometer rising. Sight of Rock Island light at 7<sup>00</sup>. At 7<sup>00</sup> by order of Commanding Officer changed course to 1/4 N. to clear passing schooner - resumed course at 7<sup>00</sup>. At end of watch under steam alone. Montauk and Rock Island light in sight on port bow. Average steam 40 - revolutions 40

H. S. Bell  
Ensign

From 8<sup>00</sup> P. M. to Midnight

Clear and pleasant - Fresh to gentle breeze from S. by S. to S. W. Very brilliant Aurora borealis in Northern sky all the watch. At 11<sup>00</sup> Rock Is. Lt. bore abeam. P. A. 19.2

Examined and found to be correct.

O. P. Ladd  
Lieutenant, U. S. N.  
John W. Jewett  
Lieut. Navigator

## LOG of the UNITED STATES

Ship *Essex* Rate,  
*Making passage to Portsmouth, N. H.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.				Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.		Height in inches.	Therm. at 0°.	Air.	Water at Surface.				
A. M.																	
1	6	0	28.0	N. E. 1/2 E	N. N. W.	4			30.39	62	39	39	41	bc	cu	8	S
2	6	7	34.7	"	"	4			30.37	62	39	38	41	"	"	9	"
3	5	0	40.0	N. E.	"	4			30.38	59	38	37	41	"	sts	9	"
4	1	2	44.7	N. E. 1/2 E	"	4			30.39	58	38	37	41	"	"	7	"
5	3	0	50.1	N. E. 1/2 E	"	3			30.39	58	38	37	41	"	"	7	"
6	6	0	55.1	N. E. 1/2 E	"	2			30.40	58	37	37	41	"	"	9	"
7	1	1	60.6	N. E. 1/2 E	"	3			30.40	57	37	36	41	"	"	9	"
8	1	4	66.2	N. E. 1/2 E	N. N. E.	3			30.40	57	37	36	41	"	"	8	"
9	7	5	83.7	"	"	3			30.45	61	40	38	41	"	cu-sts	7	"
10	2	5	86.2	E 1/2 N	"	4			30.46	61	40	39	41	"	"	7	"
11	2	4	92.5	N. E.	N. E.	4			30.48	59	40	39	41	"	"	7	"
Noon.	5	9	104.1	"	"	4			30.48	59	40	39	41	"	"	5	"

Position at 8 A. M. { Latitude by *bearings* 41° 29' " *N*  
 { Longitude by " 70° 35' " *W*

Position at noon: { Latitude by observation -  
 { Longitude by observation -  
 { Latitude by H. R. *bearings* 41° 30' " *N*  
 { Longitude by ~~H. R.~~ " 70° 33' " *W*

Course made good since preceding noon: *E 24° N.*

Distance made good since preceding noon:

15.2 miles.

Distance by Log since preceding noon:

miles.

Current per hour: - miles, set true.

Position at 8 P. M. { Latitude by *bearings* 42° 09' " *N*  
 { Longitude by " 69° 47' " *W*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2300 "

Coal consumed during the preceding 24 hours, 16 tons, 560 lbs.

Coal remaining on hand at noon, 43 " 2230 "

P. M.																	
1	5	7	8.8	N. E 1/2 N	N. E	4			30.49	56	37	35	41	bc	cu	6	S
2	5	5	14.8	N. E x N	"	4			30.49	56	35	34	41	"	"	8	"
3	5	5	19.8	"	"	4			30.48	56	35	33	41	"	"	8	"
4	5	3	25.1	"	"	3			30.50	54	35	35	41	"	"	8	"
5	2	5	29.8	route	"	4			30.57	54	34	34	41	"	"	7	M
6	5	5	35.4	"	"	3			30.52	53	34	33	40	sts. cu	6	"	
7	5	6	41.0	"	E 1/2 E	4			30.53	54	35	33	39	"	"	6	"
8	6	4	47.4	"	"	4			30.56	54	35	34	39	"	"	7	"
9	6	4	53.8	N. N 1/4 W	"	4			30.58	53	35	34	39	"	"	6	"
10	6	8	60.6	"	"	3			30.60	55	35	34	39	"	"	6	"
11	6	7	67.3	"	"	2			30.62	56	35	34	39	"	"	6	"
Mid.	5	7	73.0	"	"	2			30.63	55	35	34	39	"	"	7	"



under the command of

Commander E. J. Strong  
Tuesday March 15<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear - Moderate breeze from N. N. W. At 2<sup>00</sup> sighted day head light bearing N. E. E. (p. 2) 21<sup>00</sup>  
sighted Vineyard Sound light vessel chart mark light bearing N. E. 1/2 E. (p. 2) 21<sup>00</sup>  
respectively - changed course at 21<sup>00</sup> N. E. (p. 2) 21<sup>00</sup> 22<sup>00</sup> N. E. 1/2 E. (p. 2) 21<sup>00</sup> 23<sup>00</sup> N. E. 1/2 E. (p. 2) 21<sup>00</sup>  
Ar. rev. 39

O. J. Jackson  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Clear - cool and pleasant - Gentle breeze from N. N. W. to N. E. Standing up Vineyard Sound.  
By order of Commanding Officer changed course at 4<sup>00</sup> N. E. (p. 2) 4<sup>00</sup> 4<sup>15</sup> N. E. 1/2 E. (p. 2) 4<sup>15</sup>  
4<sup>30</sup> N. E. 1/2 E. (p. 2) 4<sup>30</sup> 4<sup>45</sup> N. E. 1/2 E. (p. 2) 4<sup>45</sup> 5<sup>00</sup> N. E. 1/2 E. (p. 2) 5<sup>00</sup> 5<sup>15</sup> N. E. 1/2 E. (p. 2) 5<sup>15</sup>  
5<sup>30</sup> N. E. 1/2 E. (p. 2) 5<sup>30</sup> 5<sup>45</sup> N. E. 1/2 E. (p. 2) 5<sup>45</sup> 6<sup>00</sup> N. E. 1/2 E. (p. 2) 6<sup>00</sup> 6<sup>15</sup> N. E. 1/2 E. (p. 2) 6<sup>15</sup>  
6<sup>30</sup> N. E. 1/2 E. (p. 2) 6<sup>30</sup> 6<sup>45</sup> N. E. 1/2 E. (p. 2) 6<sup>45</sup> 7<sup>00</sup> N. E. 1/2 E. (p. 2) 7<sup>00</sup> 7<sup>15</sup> N. E. 1/2 E. (p. 2) 7<sup>15</sup>  
7<sup>30</sup> N. E. 1/2 E. (p. 2) 7<sup>30</sup> 7<sup>45</sup> N. E. 1/2 E. (p. 2) 7<sup>45</sup> 8<sup>00</sup> N. E. 1/2 E. (p. 2) 8<sup>00</sup>  
8<sup>00</sup> N. E. 1/2 E. (p. 2) 8<sup>00</sup> 8<sup>15</sup> N. E. 1/2 E. (p. 2) 8<sup>15</sup> 8<sup>30</sup> N. E. 1/2 E. (p. 2) 8<sup>30</sup> 8<sup>45</sup> N. E. 1/2 E. (p. 2) 8<sup>45</sup>  
Under steam alone - Average steam 40 Ar. revolutions - 42

H. J. Jackson  
Ensign

From 8<sup>00</sup> AM to Meridian

Clear and cool. Gentle to moderate breeze from N. E. to N. N. E. Heading for  
Crossed R. R. ship - Course E. S. E. 1/2 E. At 9<sup>15</sup> bore up more to E. as current was setting  
us to E. & after that heading for R. R. ship until 10<sup>17</sup> when passed Cross R. R. ship  
on port beam - p. l. 9<sup>15</sup> they headed for Handkerchief Shoal R. R. ship - course E. N. E. 1/2 E.  
p. l. 9<sup>15</sup> At 11<sup>00</sup> passed Handkerchief Shoal R. R. ship on port beam and headed for Shoe  
Bull R. R. ship - course N. E. p. l. log 2. Comdg Officer coming all the while. Steam 40 lbs  
Rev. 42

W. H. H. H.

Lieutenant, U. S. N.

Meridian to 4<sup>00</sup> P. M.

Clear & cool. Gentle to moderate N. E. breeze. Comdg. Officer coming ship  
through Handkerchief Sound until 1<sup>00</sup> when set course N. E. N. Having departure from  
Whistling buoy at entrance close aboard. p. l. 12.1 Steaming with three boilers. Ar.  
steam 40 Ar. rev. 42

O. J. Jackson  
Ensign

From 4<sup>00</sup> P. M. to 6<sup>00</sup> P. M.

Clear & cool. Gentle to moderate breeze from N. E. Barometer rising. By order of  
Commanding Officer changed course lat 42° to North (p. l. 25.6) Light (p. l. 25.6)  
beacon and Cape Cod Light at 5<sup>00</sup> Steam 40. revolutions 35.

H. J. Jackson  
Ensign

From 6<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Clear - Moderate breeze from E. N. E. Very brilliant aurora to N. E. & E. occasionally  
showing to N. E. & N. W. At 8<sup>00</sup> changed course to N. E. 1/2 E. p. l. log 4.7.4 Cape Cod R. R. steam.

W. H. H. H.

Lieutenant, U. S. N.

From 8<sup>00</sup> P. M. to Midnight

Clear - Light to moderate breeze from E. N. E. Steaming with three boilers.  
Ar. steam 41 Ar. rev. 40

O. J. Jackson  
Ensign

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

Ship *Essex*

35 Rate,

Making passage to Portsmouth, N. H. and at anchor lying near Portsmouth, N. H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temperature of Air, Sea, & Wind, in Fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 54°	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1	5-	4	78.4	N x N 3/4 W	E. N. E.		2			30.63	60	35	35	39	h.c.	cu	6	5	
2	5-	5	83.9	"	"		2			30.62	60	35	35	39	"	"	7	"	
3	6-	3	90.2	"	"		2			30.62	60	35	35	39	"	"	6	"	
4	6-	0	96.2	"	"		2			30.63	59	35	35	39	"	"	7	"	
5	3/4	3/4	102.2	N x N 3/4 W	East		1			30.63	59	34	34	39	"	"	7	"	
6	6-	3	85	"	"		2			30.63	59	34	34	39	h.c.m	"	7	"	
7	1/4	2/4	104.6	N x N 3/4 W	E. S. E.		2			30.65	59	37	37	39	"	"	8	"	
8	2/4	3/4	106.2	N x N 3/4 W	N. N. W.		1			30.69	59	35	35	39	"	"	7	"	
9				N. N. W. 1/4 W	N. S. W.		2			30.66	58	36	36		o.c.m	cu min	0		
10					"		2			30.66	58	37	37		"	"	0		
11					"		3/4			30.66	58	37	37		"	"	0		
Noon.					"		3/4			30.65	55	37	37		"	"	0		

Position at 8 A. M. { Latitude by  
Longitude byPosition at noon: { Latitude by observation  
Longitude by observationLatitude by ~~bar~~ bearings  
Longitude by ~~bar~~

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1				N. N. W. 3/4 W	S. S. W.	3				30.61	60	37	37		o.c.m	cu	0		
2				"	"	1.2				30.57	60	37	37		"	"	0		
3				"	"	2				30.57	60	38	38		"	"	0		
4				"	"	2				30.57	60	38	38		"	"	0		
5				N. N. W.	"	2				30.55	60	38	38		"	"	0		
6				"	"	2				30.53	60	38	38		"	"	0		
7				"	"	2				30.53	69	38	38		"	"	0		
8				"	"	1				30.53	68	38	38		h.c	cu	3		
9				"	"	1				30.53	68	37	37		"	"	4		
10				"	"	1.2				30.57	67	37	37		"	"	3		
11				"	"	1.2				30.47	66	37	37		"	"	4		
Mid.				"	"	1.2				30.44	67	38	38		o.c	"	0		



under the command of

Commander E. D. Strong  
Wednesday March 16<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear and fine. Light breeze from S.E. Barometer steady. Sighted Cape Ann lights at 2<sup>00</sup>. On course under steam alone. Av. speed 4.2 revolutions 32

D. S. Strong  
Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM

Clear and cold. Light air + breeze from S.E. to S.W. At 4<sup>15</sup> Cape Ann lights ahead changed course to S. x N. 1/2 N. P.L. 9.5 At 4<sup>45</sup> sighted S. of Shoals Lt. + at 4<sup>55</sup> changed course to S. x N. P.L. 12 At 6<sup>15</sup> to North p.l. 9.7 At 7<sup>15</sup> to S. 1/4 E. p.l. 17.1 At 7<sup>55</sup> to S. x N. p.l. 20. At 8<sup>00</sup> passed Fort Constitution + hauled in jib log. Stem 130' lts. Revolutions 44.

M. H. Hume  
Lieutenant, U.S.N.

From 8<sup>00</sup> AM. to Meridian

Cloudy + overcast. Light to moderate breeze from S.W. Commanding Officer, coming ship up Piscataqua river, until 8<sup>15</sup> when moved alongside dock at Navy Yard, Portsmouth, N. H. The following absentees John Ellis (S.M.S.C.) J. Giffin (C.P.) A. Lee (C.P.) Ki Ho (M.A.) J. E. Luhn (Off). Transferred to Navy Yard Portsmouth, N. H. For discharge John Davis (Boiler) and L. M. Bailey (S.M.) (C) Unsent all sail. Commanding Officer visited the Commandants (Officially)

O. T. Jackson  
Ensign

Meridian to 4<sup>00</sup> P.M.

Overcast + cloudy. Light air to gentle breeze from S.W. + W.

O. T. Jackson  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Overcast + cloudy. Light S.W. by breeze. Sent liberty party ashore

O. T. Jackson  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Cloudy to overcast. Light air + breeze from S.W.

M. H. Hume  
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Moved to Navy Yard Dock. Portsmouth, N. H.*

30<sup>th</sup> Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, Sea, & Wind.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 5 ft.	Air, Wet Bulb.	Air, Wet Bulb.	Water at Surface.		
A. M.															
1				<i>N. N. W.</i>	<i>S. S. W.</i>	<i>2</i>			<i>30.40</i>	<i>67</i>	<i>38</i>	<i>38</i>	<i>o.c.</i>	<i>cu</i>	<i>0</i>
2				"	"	<i>2</i>			<i>30.37</i>	<i>67</i>	<i>38</i>	<i>38</i>	"	"	<i>0</i>
3				"	"	<i>3</i>			<i>30.30</i>	<i>65</i>	<i>38</i>	<i>38</i>	"	"	<i>0</i>
4				"	"	<i>3</i>			<i>30.29</i>	<i>64</i>	<i>38</i>	<i>38</i>	"	"	<i>0</i>
5				"	<i>South</i>	<i>4.4</i>			<i>30.23</i>	<i>65</i>	<i>38</i>	<i>38</i>	<i>o.c. f. g.</i>	<i>cu nim</i>	<i>0</i>
6				"	<i>S. S. W.</i>	<i>3.4</i>			<i>30.21</i>	<i>66</i>	<i>38</i>	<i>38</i>	"	"	<i>0</i>
7				"	"	<i>2.3</i>			<i>30.15</i>	<i>62</i>	<i>39</i>	<i>39</i>	<i>o.c.</i>	"	<i>0</i>
8				"	"	<i>2</i>			<i>30.13</i>	<i>59</i>	<i>40</i>	<i>40</i>	"	"	<i>0</i>
9				"	"	<i>2</i>			<i>30.10</i>	<i>59</i>	<i>44</i>	<i>44</i>	"	"	<i>0</i>
10				"	"	<i>2</i>			<i>30.07</i>	<i>60</i>	<i>44</i>	<i>44</i>	"	"	<i>0</i>
11				"	"	<i>2</i>			<i>30.06</i>	<i>60</i>	<i>45</i>	<i>45</i>	"	"	<i>0</i>
Noon.				"	<i>N. S. W.</i>	<i>2.3</i>			<i>30.02</i>	<i>61</i>	<i>48</i>	<i>48</i>	<i>o.c.</i>	<i>cu</i>	<i>4</i>

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.				<i>N. N. W.</i>	<i>N. S. W.</i>	<i>2.3</i>			<i>30.02</i>	<i>62</i>	<i>59</i>	<i>59</i>	<i>o.c.</i>	<i>fo. cu</i>	<i>6</i>
1				"	"	<i>3</i>			<i>30.00</i>	<i>65</i>	<i>59</i>	<i>59</i>	"	"	<i>6</i>
2				"	"	<i>3.5</i>			<i>29.99</i>	<i>65</i>	<i>59</i>	<i>57</i>	<i>o.c. g.</i>	"	<i>7</i>
3				"	<i>N. W.</i>	<i>4.6</i>			<i>30.01</i>	<i>65</i>	<i>58</i>	<i>55</i>	"	"	<i>7</i>
4				"	"	<i>3</i>			<i>30.11</i>	<i>65</i>	<i>54</i>	<i>52</i>	<i>o.c.</i>	<i>cu</i>	<i>4</i>
5				"	"	<i>2</i>			<i>30.11</i>	<i>65</i>	<i>50</i>	<i>50</i>	"	"	<i>4</i>
6				"	"	<i>1</i>			<i>30.15</i>	<i>66</i>	<i>45</i>	<i>65</i>	"	"	<i>5</i>
7				"	"	<i>0.1</i>			<i>30.17</i>	<i>66</i>	<i>44</i>	<i>44</i>	"	"	<i>6</i>
8				"	"	<i>1</i>			<i>30.20</i>	<i>64</i>	<i>41</i>	<i>41</i>	"	"	<i>10</i>
9				"	<i>calm</i>	<i>0</i>			<i>30.21</i>	<i>64</i>	<i>41</i>	<i>41</i>	"	"	<i>10</i>
10				"	<i>N. W.</i>	<i>1</i>			<i>30.23</i>	<i>62</i>	<i>41</i>	<i>41</i>	"	"	<i>10</i>
11				"	"	<i>2</i>			<i>30.26</i>	<i>61</i>	<i>41</i>	<i>41</i>	"	"	<i>10</i>
Mid.				"	"										



under the command of

Commander F. P. Strong  
Thursday March 17<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Overcast - Light to gentle S.S.W. breeze. Bar falling.

M. Muline  
Lieutenant U.S.N.

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM

Overcast & squally, Drizzling. Gentle to moderate breeze from S.S.W. to the South. Bar falling. Received in Dept. of S. A. 26 lbs. fresh meat + 5 1/4 lbs. each fresh beef & vegetable.

M. Muline  
Lieutenant U.S.N.

From 8<sup>00</sup> AM. to Meridian

Overcast - clearing last hour. - Light to gentle breeze from S.S.W. to N.E. At 9<sup>30</sup> mustered all quarters - absent without leave A. F. Sharp (Lieut) A. See (C.P.) J. Ellis (S.M.S.C.) J. Griffin (C.P.) Ki Shi (M. att) H. E. Kuhn (yld)

A. S. Sells  
Ensign

Meridian to 4<sup>00</sup> P.M.

Clear - cool and pleasant. Light to fresh breeze blowing in squalls from N. N. W. to N. N. E. A board of survey of which Commandr R. Impey, U.S.N. is senior member met on board.

A. S. Sells  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Fair and pleasant. Light breeze from N. N. W. to calm last hour.

A. S. Sells  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Calm to light breeze from N. N. W.

A. S. Sells  
Ensign

Examined and found to be correct.

John L. Stewart  
Lieut & Navigator

## LOG of the UNITED STATES

*Ship Essex*  
*Moorred to Navy Yard Dock - Portsmouth - N. H.*

30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches. at 54.	Ther. at 54.	Air.	Wet Bulb.	At 54.	Water at Surface.				
A. M.				<i>N. N. W.</i>	<i>N. W.</i>		2			30.27	58	40	40			<i>b. c.</i>	<i>cu</i>	9	
1				"	"		3			30.29	57	40	40			"	"	9	
2				"	"		3			30.30	57	39	39			"	"	8	
3				"	"		2			30.31	56	38	38			"	"	6	
4				"	"		2.5			30.34	56	38	38			"	"	6	
5				"	"		3			30.35	56	38	38			"	"	6	
6				"	"		2			30.36	55	40	40			"	"	5	
7				"	"		2			30.39	57	43	42			"	"	5	
8				"	"		2			30.42	60	45	45			"	"	5	
9				"	"		2			30.44	61	46	46			"	"	5	
10				"	"		2			30.43	61	49	49			"	"	5	
11				"	"		2			30.43	61	52	52			"	"	5	
Noon.				"	"		2												

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water *distilled* during the preceding 24 hours,

100 "

Water remaining on hand fit for use at noon,

15 00 "

Coal consumed during the preceding 24 hours,

1 tons, 100 lbs.

Coal remaining on hand at noon,

87 " 1080 "

P. M.				<i>N. S. W.</i>	<i>S. W.</i>	2				30.48	60	52	52			<i>b. c. m.</i>	<i>cu</i>	8	
1				"	"	2				30.42	60	53	53			"	"	8	
2				"	"	2				30.41	60	53	53			"	"	8	
3				"	<i>N. S. W.</i>	2				30.41	60	57	57			"	"	8	
4				"	"	1				30.44	60	56	56			"	"	8	
5				"	"	1				30.48	60	52	52			"	"	8	
6				"	<i>S. S. W.</i>	1				30.46	60	49	49			"	"	10	
7				"	"	1				30.44	60	42	42			"	"	10	
8				"	"	1				30.45	60	42	42			"	"	10	
9				"	<i>calm</i>	0				30.45	62	40	40			"	"	10	
10				"	"	0				30.45	62	40	40			"	"	10	
11				"	<i>South</i>	0.1				30.44	62	39	39			"	"	10	
Mid.				"	"														



under the command of

Commander E. P. Strong  
Friday, March 18<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM

Clear and fine - Light to gentle breeze from N.W.

H. S. Strong  
Comdr.

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM

Clear - Fine weather - Light to gentle breeze from S.W. Paymaster received fresh provisions for Jackaws 26 lbs. bread 32 1/2 lbs. each of beef and vegetables.

H. S. Strong  
Comdr.

From 8<sup>00</sup> AM to Meridian

Clear & pleasant. Light to gentle S.W. breeze. Absentees R. Lee (C.P.) J. Ellis (M.C.) J. Sniffen (C.P.) H. H. (M. att.) H. E. Fuhn (only) L. E. Sharp (C.P.) all stragglers. J. P. Lindberg (Co) was sent to hospital for treatment. H. L. Japhys (A.B.) was transferred to U.S. Training Station, Newport. R. I. with bag, hammock and papers

John W. Stewart  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> PM

Clear & pleasant. Light S.W. to S.W. breeze. A board of survey which Comdr. Imrey was senior member met on board at 2<sup>00</sup> to survey navigation equipment stores. Thomas Perry (P.M. & C.) was given an acting appointment as Boatman M. at 1<sup>00</sup> Class to duty from the 17<sup>th</sup> inst.

John W. Stewart  
Lieutenant, U.S.N.

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Clear except haziness about the horizon - Light variable air. Lieut. H. O. Holmes was detached by telegraphic order from the Navy Dept. and ordered to the Puritan at Norfolk, Va.

John W. Stewart  
Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Clear and cool - Light variable air.

John W. Stewart  
Lieutenant, U.S.N.

Examined and found to be correct.

Approved.

E. P. Strong

Comdr. U.S.N. Comdg.

John W. Stewart  
Lieut.

Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Moved to Navy Yard Dock - Portsmouth, N. H.*

30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 11.	At 10.	At 9.	At 8.	At 7.	At 6.				
A. M.																		
1				<i>H. N. H.</i>	<i>South</i>	<i>1</i>		<i>30.43</i>	<i>62</i>	<i>40</i>	<i>40</i>				<i>O. c.</i>	<i>cu</i>	<i>0</i>	
2				"	"	<i>1</i>		<i>30.41</i>	<i>64</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
3				"	"	<i>1</i>		<i>30.39</i>	<i>62</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
4				"	"	<i>1</i>		<i>30.39</i>	<i>62</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
5				"	"	<i>1</i>		<i>30.36</i>	<i>62</i>	<i>40</i>	<i>41</i>				<i>O. c. d.</i>	<i>cu nim</i>	<i>0</i>	
6				"	"	<i>1 1/2</i>		<i>30.34</i>	<i>62</i>	<i>40</i>	<i>41</i>				"	"	<i>0</i>	
7				"	<i>S. S. H.</i>	<i>2</i>		<i>30.32</i>	<i>62</i>	<i>40</i>	<i>41</i>				<i>O. c. p.</i>	"	<i>0</i>	
8				"	"	<i>2 1/2</i>		<i>30.31</i>	<i>62</i>	<i>42</i>	<i>42</i>				"	"	<i>0</i>	
9				"	"	<i>3</i>		<i>30.30</i>	<i>60</i>	<i>41</i>	<i>43</i>				<i>O. c. m. d.</i>	"	<i>0</i>	
10				"	<i>S. S. E.</i>	<i>3 1/2</i>		<i>30.27</i>	<i>59</i>	<i>41</i>	<i>42</i>				<i>O. c. m. g. p.</i>	"	<i>0</i>	
11				"	"	<i>4 1/2</i>		<i>30.19</i>	<i>60</i>	<i>40</i>	<i>42</i>				<i>O. c. m. g. p.</i>	"	<i>0</i>	
Noon.				"	"	<i>3 1/2</i>		<i>30.18</i>	<i>61</i>	<i>40</i>	<i>42</i>				<i>O. c. m. g. p.</i>	"	<i>0</i>	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water *distilled* during the preceding 24 hours,

1400 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

1 tons, 960 lbs.

Coal remaining on hand at noon,

36 " / 20 "

P. M.																		
1				<i>H. N. H.</i>	<i>S. S. H.</i>	<i>2</i>		<i>30.18</i>	<i>61</i>	<i>40</i>	<i>42</i>				<i>O. c. m. r.</i>	<i>cu. r. t.</i>	<i>0</i>	
2				"	"	<i>1 1/2</i>		<i>30.11</i>	<i>62</i>	<i>43</i>	<i>42</i>				"	"	<i>0</i>	
3				"	"	<i>1</i>		<i>30.07</i>	<i>63</i>	<i>42</i>	<i>42</i>				<i>O. c. f. d.</i>	"	<i>0</i>	
4				"	<i>calm</i>	<i>0</i>		<i>30.06</i>	<i>61</i>	<i>41</i>	<i>41</i>				"	"	<i>0</i>	
5				"	"	<i>0</i>		<i>30.04</i>	<i>60</i>	<i>41</i>	<i>41</i>				"	"	<i>0</i>	
6				"	"	<i>0</i>		<i>30.05</i>	<i>63</i>	<i>40</i>	<i>40</i>				<i>O. c. f. r.</i>	"	<i>0</i>	
7				"	"	<i>0</i>		<i>30.04</i>	<i>63</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
8				"	"	<i>0</i>		<i>30.04</i>	<i>63</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
9				"	<i>variable</i>	<i>10</i>		<i>30.03</i>	<i>62</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
10				"	"	<i>10</i>		<i>30.03</i>	<i>62</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
11				"	"	<i>10</i>		<i>30.03</i>	<i>62</i>	<i>40</i>	<i>40</i>				"	"	<i>0</i>	
Mid.				"	"	<i>10</i>		<i>30.03</i>	<i>62</i>	<i>40</i>	<i>40</i>				<i>O. c. f. d.</i>	"	<i>0</i>	



under the command of E. I. Strong and R. Rush. Comdr.  
Saturday March 19<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM.

Cloudy and cool - Light air from SE

John W. Stewart  
Lieutenant, U.S.N.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM

Cloudy & misty. Gentle breeze from SE & NE. J. Ellis (C.M.S.A.)  
returned on board 7 days and 123 hours overtime.

John W. Stewart  
Lieutenant, U.S.N.

From 8<sup>00</sup> AM to Meridian

Cloudy & rainy. Moderate breeze from SE & NE. Comdr. R. Rush  
resisted on board and by orders of the Navy Department relieved  
Comdr. E. I. Strong, detached and ordered home. James Laven (C.F.M.)  
left on one week's leave of absence. Recd. in Pay Dept. 25 lb. fresh  
beef and 3 1/4 lbs each of fresh beef and vegetables. Ensign D. F.  
Sellers was detached and ordered to the Alliance. Asst. Paymaster  
H. C. Pierce returned on board from duty in Washington. Absent  
without leave - A. Lee (C.P.) & Griffin (C.P.) & Ki. St. (M. Att.) & E. Kuhn  
(Clerk A. C. Sharp (Lds).

John W. Stewart  
Lieutenant, U.S.N.

Meridian to 4<sup>00</sup> P.M.

Cloudy and misty - Light air from SE & NE. Ensign A. A. McCallahan  
reported on board for duty as watch & division officer

John W. Stewart  
Lieutenant, U.S.N.

From 4<sup>00</sup> to 8<sup>00</sup> P.M.

Cloudy & damp - Calm.

John W. Stewart  
Lieutenant, U.S.N.

From 8<sup>00</sup> P.M. to Midnight

Cloudy and damp. Light variable air.

John W. Stewart  
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart  
Lieut & Navigator.

## LOG of the UNITED STATES

*Ship Essex* 30 Rate,  
*Moved to Navy Yard Dock - Portsmouth, N. H.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>N. N. W.</i>	<i>variable</i>	<i>12</i>				<i>30.00</i>	<i>61</i>	<i>40</i>	<i>40</i>		<i>o.c.f.d</i>	<i>cu-r</i>	<i>0</i>	
1				"	"	<i>12</i>				<i>29.99</i>	<i>61</i>	<i>40</i>	<i>40</i>			"	<i>0</i>	
2				"	"	<i>1</i>				<i>29.95</i>	<i>61</i>	<i>40</i>	<i>40</i>		<i>o.c.f.r</i>	"	<i>0</i>	
3				"	"	<i>1</i>				<i>29.91</i>	<i>61</i>	<i>40</i>	<i>40</i>			"	<i>0</i>	
4				"	"	<i>0.1</i>				<i>29.91</i>	<i>61</i>	<i>42</i>	<i>42</i>		<i>o.c.f.</i>	"	<i>0</i>	
5				"	"	<i>0.1</i>				<i>29.91</i>	<i>61</i>	<i>43</i>	<i>42</i>		"	"	<i>0</i>	
6				"	<i>West</i>	<i>12</i>				<i>29.92</i>	<i>60</i>	<i>46</i>	<i>46</i>		<i>o.c.m</i>	"	<i>0</i>	
7				"	"	<i>2.3</i>				<i>29.93</i>	<i>59</i>	<i>50</i>	<i>49</i>		"	"	<i>0</i>	
8				"	<i>N. N. W.</i>	<i>3</i>				<i>29.97</i>	<i>62</i>	<i>53</i>	<i>57</i>		<i>h.c.m</i>	"	<i>2</i>	
9				"	"	<i>3.4</i>				<i>29.99</i>	<i>62</i>	<i>53</i>	<i>50</i>		"	"	<i>3</i>	
10				"	"	<i>5</i>				<i>29.99</i>	<i>62</i>	<i>53</i>	<i>57</i>		<i>h.c.g.</i>	<i>cu-r</i>	<i>4</i>	
11				"	"	<i>5</i>				<i>29.99</i>	<i>63</i>	<i>55</i>	<i>57</i>		"	"	<i>4</i>	
Noon.				"	"	<i>5</i>												

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation

{ Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 300 gallons.

Water *distilled* during the preceding 24 hours, 300 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, tons, 1500 lbs.

Coal remaining on hand at noon, 350 " 860 "

P. M.				<i>N. N. W.</i>	<i>N. N. W.</i>	<i>5</i>			<i>30.00</i>	<i>60</i>	<i>55</i>	<i>57</i>		<i>h.c.g.</i>	<i>cu-r</i>	<i>5</i>			
1				"	<i>N. W.</i>	<i>5.6</i>			<i>30.01</i>	<i>58</i>	<i>55</i>	<i>50</i>		"	"	<i>6</i>			
2				"	"	<i>5.7</i>			<i>30.04</i>	<i>58</i>	<i>55</i>	<i>40</i>		"	"	<i>6</i>			
3				"	"	<i>5.7</i>			<i>30.07</i>	<i>56</i>	<i>55</i>	<i>49</i>		"	"	<i>6</i>			
4				"	"	<i>5.7</i>			<i>30.10</i>	<i>55</i>	<i>55</i>	<i>47</i>		"	"	<i>6</i>			
5				"	"	<i>4.6</i>			<i>30.13</i>	<i>55</i>	<i>55</i>	<i>43</i>		"	"	<i>6</i>			
6				"	"	<i>3.4</i>			<i>30.19</i>	<i>56</i>	<i>54</i>	<i>42</i>		"	"	<i>6</i>			
7				"	"	<i>3.4</i>			<i>30.22</i>	<i>56</i>	<i>43</i>	<i>42</i>		"	"	<i>6</i>			
8				"	"	<i>3.0</i>			<i>30.27</i>	<i>59</i>	<i>43</i>	<i>39</i>		"	"	<i>7</i>			
9				"	"	<i>3.0</i>			<i>30.29</i>	<i>57</i>	<i>42</i>	<i>39</i>		"	<i>cu-r</i>	<i>7</i>			
10				"	"	<i>3.0</i>			<i>30.20</i>	<i>56</i>	<i>41</i>	<i>37</i>		"	"	<i>7</i>			
11				"	"	<i>3.0</i>			<i>30.32</i>	<i>55</i>	<i>41</i>	<i>39</i>		"	"	<i>7</i>			
Mid.				"	"	<i>3.0</i>													



under the command of

Commander B. Rush  
Sunday March 20<sup>th</sup>

, U. S. Navy,

, 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am  
Cloudy and drizzling. Light variable air.

John W. Stewart  
Lieutenant, U.S.N.

From 4<sup>00</sup> am to 8<sup>00</sup> am

Cloudy and misty. Light variable air. Received in Bay Dept.  
32 1/2 lbs. fresh beef and vegetables and 26 lbs. bread.

John W. Stewart  
Lieutenant, U.S.N.

From 8<sup>00</sup> am to Meridian

Partly clear & pleasant - Gentle to stiff breeze from S.W. & N.  
Mustered at quarters at 9<sup>00</sup> am. Absentees Mr. H. B. (M. A. B.) (S. C. T. H.)  
(S. C. T. H.) A. R. (C. P.) J. Griffin (C. P.) & A. C. Sharp (S. C. T. H.). The Comdg. Officer  
inspected crew and ship.

A. A. McArthur  
Ensign

Meridian to 4<sup>00</sup> am.

Generally clear & pleasant - Stiff to fresh breeze from S. S. W. to S. W.  
Sent liberty party ashore.

A. A. McArthur  
Ensign

From 4<sup>00</sup> P. M. to 8<sup>00</sup> P. M.

Clear and cool - Fresh to stiff breeze from S. W.

A. A. McArthur  
Ensign

From 8<sup>00</sup> P. M. to Midnight.

Clear and pleasant & cool - Stiff to gentle S. W. by breeze. 2. Sweeney  
(S. C. T. H.) returned from leave.

A. A. McArthur  
Ensign

2. R

Examined and found to be correct.

John W. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

Ship *Essex* 30 Rate,  
*Moved to Navy Yard Dock - Portsmouth N. H.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 54.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.				<i>N. N. W.</i>	<i>N. W.</i>	<i>3.4</i>			<i>30.32</i>	<i>55</i>	<i>40</i>	<i>39</i>	<i>b. c.</i>	<i>cu</i>	<i>6</i>	
1				"	"	<i>3.6</i>			<i>30.33</i>	<i>57</i>	<i>39</i>	<i>38</i>	"	"	<i>5</i>	
2				"	"	<i>3.5</i>			<i>30.33</i>	<i>53</i>	<i>39</i>	<i>38</i>	"	"	<i>4</i>	
3				"	"	<i>2.4</i>			<i>30.31</i>	<i>53</i>	<i>37</i>	<i>35</i>	"	"	<i>4</i>	
4				"	"	<i>1</i>			<i>30.34</i>	<i>52</i>	<i>37</i>	<i>30</i>	<i>b. c. m.</i>	"	<i>3</i>	
5				"	<i>N. N. W.</i>	<i>1</i>			<i>30.35</i>	<i>52</i>	<i>36</i>	<i>35</i>	<i>b. c. m.</i>	"	<i>0</i>	
6				"	<i>variable</i>	<i>1.1</i>			<i>30.40</i>	<i>52</i>	<i>36</i>	<i>35</i>	"	"	<i>0</i>	
7				"	<i>calm</i>	<i>0</i>			<i>30.41</i>	<i>50</i>	<i>37</i>	<i>36</i>	"	"	<i>0</i>	
8				"	<i>east</i>	<i>2</i>			<i>30.42</i>	<i>49</i>	<i>39</i>	<i>37</i>	"	"	<i>0</i>	
9				"	<i>S. E.</i>	<i>1</i>			<i>30.42</i>	<i>57</i>	<i>40</i>	<i>39</i>	"	"	<i>0</i>	
10				"	"	<i>1</i>			<i>30.42</i>	<i>57</i>	<i>41</i>	<i>39</i>	<i>a. c.</i>	<i>cu</i>	<i>0</i>	
11				"	"	<i>1</i>			<i>30.41</i>	<i>55</i>	<i>41</i>	<i>39</i>	"	"	<i>0</i>	
Noon.				"	"	<i>1</i>										

Position at 8 A. M. {

Latitude by

Longitude by

Latitude by observation

Longitude by observation

Position at noon: {

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

Position at 8 P. M. {

Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

tons, 2 100 lbs.

Coal remaining on hand at noon,

34 " 1300 "

P. M.				<i>N. N. W.</i>	<i>S. E.</i>	<i>1</i>			<i>30.38</i>	<i>58</i>	<i>46</i>	<i>43</i>	<i>b. c.</i>	<i>cu</i>	<i>4</i>	
1				"	"	<i>1</i>			<i>30.38</i>	<i>60</i>	<i>47</i>	<i>41</i>	"	"	<i>6</i>	
2				"	"	<i>2</i>			<i>30.38</i>	<i>60</i>	<i>47</i>	<i>46</i>	"	<i>cu</i>	<i>6</i>	
3				"	"	<i>2</i>			<i>30.38</i>	<i>59</i>	<i>43</i>	<i>41</i>	"	"	<i>6</i>	
4				"	"	<i>2</i>			<i>30.38</i>	<i>59</i>	<i>43</i>	<i>41</i>	"	"	<i>4</i>	
5				"	"	<i>2</i>			<i>30.38</i>	<i>59</i>	<i>43</i>	<i>38</i>	"	"	<i>2</i>	
6				"	"	<i>2</i>			<i>30.38</i>	<i>60</i>	<i>39</i>	<i>38</i>	"	"	<i>4</i>	
7				"	"	<i>1 1/2</i>			<i>30.42</i>	<i>61</i>	<i>38</i>	<i>36</i>	"	<i>cu</i>	<i>3</i>	
8				"	"	<i>1 1/2</i>			<i>30.40</i>	<i>59</i>	<i>37</i>	<i>36</i>	"	<i>cu</i>	<i>5</i>	
9				"	"	<i>1</i>			<i>30.46</i>	<i>57</i>	<i>36</i>	<i>35</i>	"	"	<i>5</i>	
10				"	<i>east</i>	<i>1</i>			<i>30.46</i>	<i>56</i>	<i>34</i>	<i>33</i>	"	"	<i>7</i>	
11				"	<i>N. E.</i>	<i>1</i>			<i>30.46</i>	<i>55</i>	<i>34</i>	<i>33</i>	"	"	<i>8</i>	
Mid.				"	"	<i>1</i>										



under the command of

Commander Richard Rush  
Monday March 21<sup>st</sup>

U. S. Navy,  
18 98.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am  
Generally clear and squally - Fresh to light S.W. breeze.

A. A. McClellan  
Ensign

From 4<sup>00</sup> am to 8<sup>00</sup> am

Generally cloudy & overcast. Light air from N. N. W. to calm.  
Repd in Pay Dept. 26 lbs. bread - 32 1/2 lbs. beef - 32 1/2 lbs. vegetables.

A. A. McClellan  
Ensign

From 8<sup>00</sup> am to Meridian

Cloudy & overcast - Calm to light breeze from S. E. At 9<sup>30</sup> mustered at quarters. Absentees as follows: - John H. E. (sick) of Sharp & E. (sick). The following were declared absentees from this date: See A. C. J. (sick) (M. Att) Griffin J. C. J. Board of survey of which Comdr. A. C. J. and Mr. C. J. Simpson, U.S.N. were senior members surveyed articles in Ordnance and Equipment, Dept. respectively.

O. T. Lusk  
Ensign

Meridian to 4<sup>00</sup> P.M.

Fair - Light air to light breeze from S.E. A Board of survey of which Comdr. C. E. Simpson, U.S.N. was senior member surveyed articles in Construction.

O. T. Lusk  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.

Cloudy - Light air to light breeze from S.E. J. J. Thorne (sick) left the ship on 6 days leave of absence.

O. T. Lusk  
Ensign

From 8<sup>00</sup> P.M. to Midnight

Fair to clear - Light variable air.

O. T. Lusk  
Ensign

R. A.

Examined and found to be correct.

John W. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Moorred to Navy Yard Dock Portsmouth N.H.*

3d Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.				
A. M.				<i>N. N. E.</i>	<i>N. E.</i>	<i>1</i>										
1						<i>1</i>		<i>30.46</i>	<i>53</i>	<i>33</i>	<i>31</i>		<i>bc</i>	<i>cu</i>	<i>8</i>	
2				"	"	<i>1</i>		<i>30.45</i>	<i>53</i>	<i>30</i>	<i>29</i>		"	"	<i>5</i>	
3				"	"	<i>1</i>		<i>30.44</i>	<i>53</i>	<i>28</i>	<i>27</i>		"	"	<i>10</i>	
4				"	"	<i>1</i>		<i>30.44</i>	<i>52</i>	<i>28</i>	<i>27</i>		<i>bc</i>	<i>cu-st</i>	<i>8</i>	
5				"	"	<i>1</i>		<i>30.44</i>	<i>52</i>	<i>28</i>	<i>27</i>		"	"	<i>7</i>	
6				"	"	<i>1</i>		<i>30.53</i>	<i>52</i>	<i>29</i>	<i>28</i>		"	<i>cu-cu</i>	<i>7</i>	
7				"	"	<i>0.1</i>		<i>30.53</i>	<i>48</i>	<i>32</i>	<i>32</i>		"	"	<i>7</i>	
8				"	"	<i>0.1</i>		<i>30.57</i>	<i>48</i>	<i>34</i>	<i>34</i>		"	<i>cu-min</i>	<i>5</i>	
9				"	<i>south</i>	<i>1</i>		<i>30.50</i>	<i>52</i>	<i>39</i>	<i>38</i>		"	"	<i>4</i>	
10				"	"	<i>2</i>		<i>30.53</i>	<i>59</i>	<i>42</i>	<i>41</i>		"	"	<i>4</i>	
11				"	"	<i>2</i>		<i>30.53</i>	<i>60</i>	<i>42</i>	<i>41</i>		"	"	<i>3</i>	
Noon.				"	"	<i>2</i>		<i>30.52</i>	<i>59</i>	<i>42</i>	<i>41</i>		"	<i>alt-cu</i>	<i>1</i>	

Position at 8 A. M. { Latitude by  
 Longitude by

Position at noon: { Latitude by observation  
 Longitude by observation  
 Latitude by D. R.  
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

tons, 1800 lbs.

Coal remaining on hand at noon,

33 " 1440 "

P. M.																
1			<i>N. N. E.</i>	<i>South</i>	<i>3</i>		<i>30.46</i>	<i>60</i>	<i>43</i>	<i>41</i>		<i>P. C.</i>	<i>cu-cu</i>	<i>0</i>		
2			"	"	<i>34</i>		<i>30.44</i>	<i>62</i>	<i>41</i>	<i>40</i>		"	<i>cu</i>	<i>0</i>		
3			"	"	<i>34</i>		<i>30.44</i>	<i>60</i>	<i>41</i>	<i>39</i>		"	"	<i>0</i>		
4			"	"	<i>4</i>		<i>30.40</i>	<i>61</i>	<i>41</i>	<i>39</i>		"	<i>cu-st</i>	<i>0</i>		
5			"	"	<i>4</i>		<i>30.37</i>	<i>60</i>	<i>40</i>	<i>38</i>		"	"	<i>0</i>		
6			"	<i>S. S. E.</i>	<i>34</i>		<i>30.35</i>	<i>58</i>	<i>40</i>	<i>38</i>		"	"	<i>0</i>		
7			"	"	<i>3</i>		<i>30.38</i>	<i>59</i>	<i>40</i>	<i>36</i>		"	"	<i>0</i>		
8			"	"	<i>3</i>		<i>30.33</i>	<i>59</i>	<i>40</i>	<i>38</i>		"	<i>o. m. d.</i>	<i>0</i>		
9			"	"	<i>3</i>		<i>30.32</i>	<i>57</i>	<i>38</i>	<i>38</i>		<i>o. m. d.</i>	<i>cu-min</i>	<i>0</i>		
10			"	"	<i>2</i>		<i>30.25</i>	<i>58</i>	<i>38</i>	<i>38</i>		"	"	<i>0</i>		
11			"	"	<i>3</i>		<i>30.19</i>	<i>58</i>	<i>38</i>	<i>38</i>		"	"	<i>0</i>		
Mid.			"	"	<i>3</i>		<i>30.15</i>	<i>56</i>	<i>38</i>	<i>38</i>		"	"	<i>0</i>		



under the command of

Commander Richard Rush  
Tuesday, March 22<sup>nd</sup>

U. S. Navy,  
1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Clear - Light S. Ely - air.

From 4<sup>00</sup> AM to 8<sup>00</sup> AM.

Clear - Calm to light variable air. Received in Dept. of Supplies  
+ Reck 26 lbs. fresh bread + 3 1/2 lbs. each of fresh beef + vegetables

O. P. Latham.  
Ensign

From 8<sup>00</sup> AM to Meridian

Partly clear and pleasant. Light air to light breeze from South.  
At 9<sup>00</sup> embarked at Galapagos - absentees, J. E. Fisher (Lieut.) A. E. Sharp (Lieut.)  
By order of Bureau of Navigation, J. B. Ogden (App. 2nd Cl.) - C. J. Smith (App. 2nd Cl.)  
were discharged from the Naval Service being undesirable. Said  
the effects of the following deserters + realized the amounts set opposite  
their names. J. Griffin \$2.40 - A. Lee 2.00 - J. W. Foster 1.00  
cocks. Started Junes in Boiler D - let Junes die out in Boiler C.  
Liberty party returned.

O. P. Latham.  
Ensign

Meridian to 4<sup>00</sup> PM

Cloudy and overcast - Gentle to moderate breeze from South.  
Saw liberty party ashore.

A. C. McKee.  
Ensign

From 4<sup>00</sup> PM to 8<sup>00</sup> PM.

Cloudy + overcast - Moderate to gentle breeze from South to  
S. S. W.

A. C. McKee.  
Ensign

From 8<sup>00</sup> PM to Midnight.

Overcast - Light drizzle - Light to gentle S. S. W. breeze.

A. C. McKee.  
Ensign

O. P. Latham.  
Ensign

A. R.

Examined and found to be correct.

John W. Stewart  
Lieut. - Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Moor'd to Navy Yard Dock. Portsmouth. N. H.*

*30* Rate,

Hour.	Kites.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, by Ash. & Bulb.	Water at Surface.				
A. M.				<i>N. N. E.</i>	<i>S. S. E.</i>	<i>1</i>			<i>30.12</i>	<i>59</i>	<i>59</i>	<i>89</i>	<i>c. m. n.</i>	<i>rim</i>	<i>0</i>	
1				"	<i>calm</i>	<i>0</i>			<i>30.04</i>	<i>59</i>	<i>59</i>	<i>89</i>	"	"	<i>0</i>	
2				"	"	<i>0</i>			<i>29.97</i>	<i>59</i>	<i>59</i>	<i>89</i>	"	"	<i>0</i>	
3				"	<i>S. S. E.</i>	<i>1</i>			<i>29.90</i>	<i>59</i>	<i>59</i>	<i>89</i>	<i>c. f. n.</i>	"	<i>0</i>	
4				"	"	<i>0.1</i>			<i>29.89</i>	<i>59</i>	<i>59</i>	<i>89</i>	"	"	<i>0</i>	
5				"	"	<i>0.1</i>			<i>29.87</i>	<i>59</i>	<i>59</i>	<i>89</i>	<i>c. f. n.</i>	"	<i>0</i>	
6				"	<i>calm</i>	<i>0</i>			<i>29.83</i>	<i>55</i>	<i>59</i>	<i>89</i>	<i>c. f. n.</i>	"	<i>0</i>	
7				"	"	<i>0</i>			<i>29.79</i>	<i>52</i>	<i>40</i>	<i>40</i>	"	"	<i>0</i>	
8				"	<i>S. E.</i>	<i>10</i>			<i>29.79</i>	<i>54</i>	<i>40</i>	<i>40</i>	<i>c. m.</i>	"	<i>0</i>	
9				"	<i>West</i>	<i>10</i>			<i>29.77</i>	<i>60</i>	<i>48</i>	<i>47</i>	"	"	<i>0</i>	
10				"	"	<i>12</i>			<i>29.76</i>	<i>63</i>	<i>48</i>	<i>50</i>	"	"	<i>0</i>	
11				"	"	<i>23</i>			<i>29.76</i>	<i>63</i>	<i>53</i>	<i>52</i>	<i>c. m.</i>	"	<i>1</i>	
Noon.				"	"											

Position at 8 A. M.	Latitude by	° ' "
	Longitude by	° ' "
Position at noon:	Latitude by observation	° ' "
	Longitude by observation	° ' "
	Latitude by D. R.	° ' "
	Longitude by D. R.	° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.	Latitude by	° ' "
	Longitude by	° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, 1900 "

Water remaining on hand fit for use at noon, 1 tons, 1460 lbs.

Coal consumed during the preceding 24 hours, 31 " 2220 "

Coal remaining on hand at noon,

P. M.				<i>N. N. E.</i>	<i>West</i>	<i>2.8</i>			<i>29.76</i>	<i>66</i>	<i>53</i>	<i>52</i>	<i>calm</i>	<i>st. n.</i>	<i>3</i>	
1				"	<i>South</i>	<i>2.4</i>			<i>29.81</i>	<i>67</i>	<i>62</i>	<i>57</i>	"	<i>ci. cu.</i>	<i>4</i>	
2				"	"	<i>4.6</i>			<i>29.85</i>	<i>64</i>	<i>61</i>	<i>56</i>	"	"	<i>3</i>	
3				"	<i>N. E.</i>	<i>4.6</i>			<i>29.90</i>	<i>62</i>	<i>58</i>	<i>47</i>	"	<i>c. m.</i>	<i>4</i>	
4				"	"	<i>3.4</i>			<i>30.00</i>	<i>61</i>	<i>40</i>	<i>40</i>	"	<i>cu.</i>	<i>3</i>	
5				"	"	<i>3.5</i>			<i>30.06</i>	<i>60</i>	<i>40</i>	<i>40</i>	<i>c. m.</i>	"	<i>0</i>	
6				"	"	<i>3.5</i>			<i>30.06</i>	<i>59</i>	<i>41</i>	<i>39</i>	"	"	<i>0</i>	
7				"	"	<i>4.5</i>			<i>30.07</i>	<i>57</i>	<i>39</i>	<i>38</i>	"	"	<i>0</i>	
8				"	"	<i>3</i>			<i>30.15</i>	<i>59</i>	<i>39</i>	<i>36</i>	<i>c. m.</i>	<i>cu.</i>	<i>7</i>	
9				"	"	<i>3</i>			<i>30.19</i>	<i>57</i>	<i>37</i>	<i>35</i>	"	"	<i>5</i>	
10				"	"	<i>2</i>			<i>30.20</i>	<i>53</i>	<i>37</i>	<i>35</i>	"	"	<i>3</i>	
11				"	"	<i>2</i>			<i>30.21</i>	<i>53</i>	<i>36</i>	<i>34</i>	<i>c. m.</i>	"	<i>1</i>	
Mid.				"	"											



under the command of

Richard Rush

Wednesday March 25<sup>th</sup>

U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> AM  
Overcast & rainy. Calms to light S.W. by air.

O. P. Jackson  
Ensign

From 4<sup>00</sup> AM to 8<sup>00</sup> AM  
Calms - Rainy just part. Heavy mist.

O. P. Jackson  
Ensign

From 8<sup>00</sup> AM to Meridian  
Cloudy & misty - Calms to gentle N.W. breeze. At 9<sup>00</sup> - much less  
at quarters. Abreast as follows - Sharp. A. B. (Lds) Ruben N.E.  
(Bdr). Distance Ruben W. (Bdr) a distance.

O. P. Jackson  
Ensign

Meridian to 4<sup>00</sup> P.M.  
Fair - Light to fresh breeze from West to N.W. blowing in  
squalls. - M. A. Russell (M.C.) left the ship on 7 days leave of absence

O. P. Jackson  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Overcast & cloudy - Gentle to stiff N.W. by breeze.

O. P. Jackson  
Ensign

From 8<sup>00</sup> P.M. to Midnight  
Cloudy - Light to gentle N.W. by breeze.

O. P. Jackson  
Ensign

R. R.

Examined and found to be correct.

John H. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

35 Rate,

*Ship Essex*  
*Moor'd to Navy Yard Dock. Portsmouth, N.H.*

Hour.	Error.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches, at 54.	Ther. Air, Wet Bulb, & Surface.				
A. M.													
1				<i>N. N. W.</i>	<i>N. W.</i>	2		30.22	59 32 53	<i>b. c.</i>	<i>cu</i>	2	
2				"	"	2		30.23	52 54 53	"	"	2	
3				"	"	2		30.24	50 53 52	"	"	2	
4				"	"	2		30.27	56 51 50	"	"	5	
5				"	"	2		30.31	57 51 50	"	"	6	
6				"	"	1 1/2		30.35	49 51 50	"	"	7	
7				"	<i>N. E.</i>	1		30.39	50 51 50	"	"	6	
8				"	"	1 1/2		30.41	56 53 53	"	"	7	
9				"	<i>E. S. E.</i>	2		30.44	56 57 55	"	<i>a. cu</i>	7	
10				"	<i>S. E.</i>	2		30.44	61 58 57	"	"	3	
11				"	"	2		30.44	57 59 56	"	"	3	
Noon.				"	"	2		30.48	58 59 57	"	"	4	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water distilled during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at noon,

2710 "

Coal consumed during the preceding 24 hours,

tons, 1800 lbs.

Coal remaining on hand at noon,

31 " 420 "

P. M.				<i>N. N. W.</i>	<i>S. E.</i>	2		30.48	57 40 57	<i>b. c.</i>	<i>st. cu</i>	4	
1				"	"	2		30.48	58 40 57	"	"	4	
2				"	"	4		30.48	58 40 59	"	"	5	
3				"	"	4		30.48	56 41 54	"	"	6	
4				"	"	4		30.48	60 58 56	"	"	4	
5				"	"	3		30.44	60 58 56	"	"	3	
6				"	"	3		30.44	60 58 56	"	"	6	
7				"	"	2		30.44	58 58 56	"	"	6	
8				"	"	2		30.46	58 58 54	"	"	6	
9				"	"	2		30.47	60 58 54	"	"	7	
10				"	<i>S. W.</i>	2		30.47	57 58 54	"	"	8	
11				"	<i>Calm</i>	0		30.47	57 58 54	"	"	8	
Mid.				"	"	0		30.47	58 52 51	"	"	8	



under the command of

Commander Richard Rush  
Thursday March 24<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am  
Cloudy - Light N.W. breeze.

O.P. Lockman.  
Ensign

From 4<sup>00</sup> Am. to 8<sup>00</sup> Am.  
Fair - Light variable air to light N.W. breeze. Rec'd. in Dept. of  
Supplies & Accts. the following fresh provisions. 24 lbs. beef, & 21 lbs  
each of beef & vegetables.

O.P. Lockman.  
Ensign

From 8<sup>00</sup> Am. to Meridian.  
Clear & pleasant - Light breeze from S.E. to S.E. At 9<sup>00</sup> minutes  
at 9<sup>00</sup> minutes. Abeyta, Sharp, A.E. (Lds), Powers, B. (B.M.C), Galt, M. (Co)  
P. Asst. Surgeon Lewis Morris, Wt. left the ship on 7 days leave.

A.C. McKethan  
Ensign

Meridian to 4<sup>00</sup> P.M.  
Clear & pleasant - Light to moderate breeze from S.E. Sailed the  
Sloop of W. E. Rubin (Lt.), a despatch, - realigned 8<sup>00</sup> sent liberty party  
aboard.

A.C. McKethan  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Clear & cool - Moderate to light S.E. breeze. Asst. Paym. H.C.  
Biscoe, Wt. left the ship on 7 days leave.

A.C. McKethan  
Ensign

From 8<sup>00</sup> P.M. to Midnight.  
Clear and cool - Light breeze from S.E. shifting to S.W. Calm

A.C. McKethan  
Ensign

Examined and found to be correct.

John H. Stewart  
Lieut. Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Moor'd to Navy Yard Dock. Portsmouth. N. H.*

*3d* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 41°.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1				<i>H. N. H.</i>	<i>variable</i>		<i>10</i>			<i>30.47</i>	<i>58</i>	<i>32</i>	<i>31</i>	<i>b.c</i>	<i>cu</i>	<i>8</i>	
2				"	<i>S. S. H.</i>		<i>1</i>			<i>30.47</i>	<i>58</i>	<i>31</i>	<i>31</i>	"	"	<i>8</i>	
3				"	<i>calm</i>		<i>0</i>			<i>30.47</i>	<i>52</i>	<i>30</i>	<i>29</i>	"	"	<i>10</i>	
4				"	<i>variable</i>		<i>10</i>			<i>30.48</i>	<i>53</i>	<i>30</i>	<i>29</i>	<i>b.c</i>	"	<i>7</i>	
5				"	"		<i>01</i>			<i>30.49</i>	<i>49</i>	<i>30</i>	<i>29</i>	"	"	<i>7</i>	
6				"	<i>calm</i>		<i>0</i>			<i>30.51</i>	<i>47</i>	<i>29</i>	<i>28</i>	"	"	<i>7</i>	
7				"	<i>S. E</i>		<i>01</i>			<i>30.53</i>	<i>46</i>	<i>29</i>	<i>28</i>	"	"	<i>8</i>	
8				"	<i>calm</i>		<i>0</i>			<i>30.58</i>	<i>48</i>	<i>33</i>	<i>32</i>	"	"	<i>10</i>	
9				"	—		<i>0</i>			<i>30.60</i>	<i>52</i>	<i>40</i>	<i>41</i>	<i>b.c</i>	<i>fr. cu</i>	<i>8</i>	
10				"	—		<i>0</i>			<i>30.63</i>	<i>58</i>	<i>42</i>	<i>41</i>	"	"	<i>8</i>	
11				"	<i>S. E</i>		<i>2</i>			<i>30.64</i>	<i>61</i>	<i>48</i>	<i>41</i>	"	"	<i>9</i>	
Noon.				"	<i>south</i>		<i>2</i>			<i>30.60</i>	<i>63</i>	<i>44</i>	<i>42</i>	"	"	<i>9</i>	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

*300* gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

*2400*

Coal consumed during the preceding 24 hours,

tons, *1500* lbs.

Coal remaining on hand at noon,

*30* " *1160* "

P. M.																	
1				<i>H. N. H.</i>	<i>South</i>	<i>2</i>				<i>30.67</i>	<i>64</i>	<i>44</i>	<i>44</i>	<i>b.c</i>	<i>cu</i>	<i>9</i>	
2				"	"	<i>2</i>				<i>30.70</i>	<i>63</i>	<i>47</i>	<i>46</i>	"	"	<i>8</i>	
3				"	"	<i>2</i>				<i>30.72</i>	<i>63</i>	<i>46</i>	<i>44</i>	"	"	<i>8</i>	
4				"	"	<i>2</i>				<i>30.72</i>	<i>63</i>	<i>46</i>	<i>44</i>	"	"	<i>7</i>	
5				"	"	<i>2</i>				<i>30.75</i>	<i>62</i>	<i>44</i>	<i>42</i>	"	"	<i>7</i>	
6				"	<i>S. S. E.</i>	<i>2</i>				<i>30.78</i>	<i>62</i>	<i>41</i>	<i>40</i>	"	"	<i>6</i>	
7				"	"	<i>1</i>				<i>30.80</i>	<i>64</i>	<i>41</i>	<i>40</i>	"	"	<i>4</i>	
8				"	"	<i>1</i>				<i>30.80</i>	<i>64</i>	<i>38</i>	<i>38</i>	"	"	<i>9</i>	
9				"	"	<i>1</i>				<i>30.86</i>	<i>60</i>	<i>36</i>	<i>36</i>	<i>b.c</i>	—	<i>10</i>	
10				"	"	<i>1</i>				<i>30.86</i>	<i>58</i>	<i>35</i>	<i>35</i>	"	—	<i>10</i>	
11				"	<i>N. N. E.</i>	<i>1</i>				<i>30.87</i>	<i>58</i>	<i>33</i>	<i>33</i>	"	—	<i>10</i>	
Mid.				"	"	<i>1</i>				<i>30.90</i>	<i>52</i>	<i>33</i>	<i>33</i>	"	—	<i>10</i>	



under the command of

Commander Richard Rush  
Friday March 25<sup>th</sup>

, U. S. Navy,  
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4<sup>00</sup> AM  
Clear and cold. Calm to light variable air.

A. A. McKittan  
Ensign

From 4<sup>00</sup> AM. to 8<sup>00</sup> AM.  
Clear and cold. Calm to light variable air. Recd. in Bay  
Dept. 24 lbs. bread. 30 lbs. beef. 30 lbs. vegetables.

A. A. McKittan  
Ensign

From 8<sup>00</sup> AM to Meridian  
Clear + fine - Calm to light breeze from SE + SE. At 9<sup>00</sup>  
mustered at quarters - Absentees - Sharp A. E. (Ldr) Early H. (Co)  
+ Parker B. (B.M. & C) By order of Navy Department the  
mitigated sentence of H. A. Hall. (C.P.) was further mitigated  
to solitary confinement in double irons on bread + water  
for thirty days with a full ration every third day.

O. T. Lockman  
Ensign

Meridian to 4<sup>00</sup> P.M.  
Clear + fine - Light S.W. breeze. Enlisted for three years  
General Service Felix Hughes (C.P.) sent to Hospital for  
treatment - J. Tolleson (Co).

O. T. Lockman  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Clear + fine - Light air to light breeze from South + S.E.  
Recd. from W.S. Michigan - Edward Sharp (Cook's Cook)

O. T. Lockman  
Ensign

From 8<sup>00</sup> P.M. to Midnight  
Clear + fine - Light variable air. H. Early (Co)  
returns on board 39 hrs. overtime

O. T. Lockman  
Ensign

R. R.

Examined and found to be correct.

John H. Stewart  
Lieut & Navigator.

## LOG of the UNITED STATES

*Ship Essex*  
*Moved to Navy Yard Dock Portsmouth N. H.* 35 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Current, by symbols.	Speed of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches, at W.	Therm. Dry Bulb.	Therm. Wet Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>H. N. H.</i>	<i>S. S. E.</i>	<i>1</i>			<i>30.90</i>	<i>52</i>	<i>30</i>	<i>32</i>		<i>b.c.</i>	<i>cu.</i>	<i>7</i>		
1				"	"	<i>1</i>			<i>30.90</i>	<i>52</i>	<i>30</i>	<i>30</i>		"	"	<i>7</i>		
2				"	<i>calm</i>	<i>0</i>			<i>30.90</i>	<i>52</i>	<i>30</i>	<i>30</i>		"	"	<i>7</i>		
3				"	"	<i>0</i>			<i>30.92</i>	<i>52</i>	<i>30</i>	<i>30</i>		"	"	<i>7</i>		
4				"	"	<i>0</i>			<i>30.90</i>	<i>52</i>	<i>30</i>	<i>30</i>		"	"	<i>7</i>		
5				"	"	<i>0</i>			<i>30.90</i>	<i>52</i>	<i>30</i>	<i>30</i>		"	"	<i>7</i>		
6				"	"	<i>0</i>			<i>30.98</i>	<i>49</i>	<i>30</i>	<i>30</i>		"	"	<i>7</i>		
7				"	<i>variable</i>	<i>41</i>			<i>31.00</i>	<i>50</i>	<i>33</i>	<i>32</i>		"	"	<i>6</i>		
8				"	"	<i>01</i>			<i>31.02</i>	<i>50</i>	<i>35</i>	<i>34</i>		"	"	<i>6</i>		
9				"	"	<i>01</i>			<i>31.04</i>	<i>50</i>	<i>35</i>	<i>34</i>		"	"	<i>6</i>		
10				"	<i>S. E.</i>	<i>12</i>			<i>31.07</i>	<i>56</i>	<i>44</i>	<i>43</i>		"	<i>cu. ci.</i>	<i>4</i>		
11				"	"	<i>23</i>			<i>31.07</i>	<i>58</i>	<i>40</i>	<i>43</i>		"	"	<i>5</i>		
Noon.				"	<i>South</i>	<i>23</i>			<i>31.08</i>	<i>58</i>	<i>46</i>	<i>45</i>		"	"	<i>7</i>		

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2200 "

Coal consumed during the preceding 24 hours,

1 tons, 360 lbs.

Coal remaining on hand at noon,

29 " 800 "

P. M.				<i>H. N. H.</i>	<i>S. E.</i>	<i>2</i>			<i>31.07</i>	<i>60</i>	<i>60</i>	<i>57</i>		<i>b.c.</i>	<i>sto. cu.</i>	<i>4</i>		
1				"	"	<i>2</i>			<i>31.07</i>	<i>60</i>	<i>54</i>	<i>51</i>		"	"	<i>2</i>		
2				"	"	<i>2</i>			<i>31.07</i>	<i>60</i>	<i>52</i>	<i>50</i>		"	"	<i>2</i>		
3				"	"	<i>2</i>			<i>31.05</i>	<i>60</i>	<i>47</i>	<i>46</i>		"	"	<i>1</i>		
4				"	"	<i>2</i>			<i>31.04</i>	<i>67</i>	<i>45</i>	<i>44</i>		"	"	<i>1</i>		
5				"	"	<i>2</i>			<i>31.04</i>	<i>62</i>	<i>43</i>	<i>42</i>		"	"	<i>1</i>		
6				"	"	<i>1</i>			<i>31.04</i>	<i>62</i>	<i>39</i>	<i>39</i>		"	"	<i>1</i>		
7				"	<i>S. E.</i>	<i>1</i>			<i>30.99</i>	<i>62</i>	<i>39</i>	<i>39</i>		"	"	<i>1</i>		
8				"	"	<i>1</i>			<i>31.01</i>	<i>61</i>	<i>39</i>	<i>39</i>		"	"	<i>1</i>		
9				"	"	<i>0</i>			<i>31.01</i>	<i>61</i>	<i>39</i>	<i>39</i>		"	"	<i>1</i>		
10				"	<i>calm</i>	<i>0</i>			<i>31.01</i>	<i>61</i>	<i>38</i>	<i>38</i>		"	"	<i>1</i>		
11				"	<i>S. E.</i>	<i>1</i>			<i>31.00</i>	<i>61</i>	<i>38</i>	<i>38</i>		"	"	<i>1</i>		
Mid.				"	"	<i>1</i>								"	"	<i>1</i>		



under the command of

Commander Richard Rush  
Saturday March 26<sup>th</sup>

U. S. Navy,  
1848.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> am  
Clear - Calm to light variable air.

O. T. Latham.  
Ensign

From 4<sup>00</sup> am. to 8<sup>00</sup> am  
Fair - Calm to light variable air. Recvd. in Dept. 150 lb  
24 lbs. fresh bread + 50 lb. each of fresh beef + vegetables

O. T. Latham.  
Ensign

From 8<sup>00</sup> am. to Meridian  
Clear and pleasant. Calm to gentle breeze from S.E. to South. Observed  
A. E. Star's (Lha.) + B. Fair. (C.M. 2C) By direction of Navy Dept.  
center of symmetry. Court Martial in case of H. H. H. (C.F.) is  
mitigated to 1<sup>st</sup> month's pay amounting to \$ 33.00

A. A. McClinton  
Ensign

Meridian to 4<sup>00</sup> P.M.  
Clear and pleasant. Light breeze from S.E. Turned in combs.  
hammocks. - Sent liberty party ashore.

A. A. McClinton  
Ensign

From 4<sup>00</sup> P.M. to 8<sup>00</sup> P.M.  
Partly clear + pleasant - Light breeze to air from S.E. to E.S.E.  
F. J. Stokes (M. at 5.15) returned from leave.

A. A. McClinton  
Ensign

From 8<sup>00</sup> P.M. to Midnight.  
Clear and cool - Calm to light air from E.S.E. to S.E.

A. A. McClinton  
Ensign

A. R.

Examined and found to be correct.

John W. Stewart  
Lieut. - Navigator.

## LOG of the UNITED STATES

Rate,

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Therm. Clear Sky, in Fahren.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				N. N. W.	Calm		0				30.95	58	38	38	b.c.	from	5		
1				"	-		0				30.93	55	37	37	"	"	5		
2				"	"		0				30.90	57	35	35	"	"	5		
3				"	S. E.		1				30.89	56	33	33	"	"	8		
4				"	S. E.		1 1/2				30.91	55	34	38	"	"	7		
5				"	"		2				30.91	55	34	38	"	"	6		
6				"	Calm		0				30.89	55	36	35	S. C.	"	0		
7				"	S. E.		1				30.88	56	36	35	"	"	0		
8				"	"		1				30.88	56	41	40	S. C.	curt.	0		
9				"	"		1				30.89	57	42	42	"	"	0		
10				"	"		2				30.88	58	42	42	"	"	0		
11				"	"		2				34.88	58	46	45	"	"	0		
Noon.				"	"		2												

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2 1/2

Coal consumed during the preceding 24 hours,

tons, 1800 lbs.

Coal remaining on hand at noon,

28 " 1240 "

P. M.																	
1		<i>W. N. W.</i>	<i>S. E.</i>	2-3	30.86	60	46	45	<i>b.c.m.</i>	<i>air</i>	<i>cu</i>	1					
2		"	"	2-3	.84	61	50	46	"	"	"	5					
3		"	<i>S. E.</i>	2	.84	62	47	46	"	"	"	4					
4		"	"	2	.82	62	45	44	<i>S. C.</i>	"	"	0					
5		"	<i>S. E.</i>	2	.82	64	42	42	"	"	"	0					
6		"	<i>Variable</i>	2	.82	64	42	42	<i>b.c.m.</i>	"	"	4					
7		"	"	1 1/2	.81	62	39	39	"	"	"	4					
8		"	<i>East</i>	1 1/2	.81	60	39	38	"	"	<i>cu</i>	8					
9		"	"	1	.81	60	37	36	"	"	"	8					
10		"	"	1	.81	60	36	35	<i>b.c.m.</i>	"	"	6					
11		"	"	1	.81	57	35	34	"	"	"	6					
Mid.		"	"	1	30.80	58	35	34	"	"	"	6					



under the command of

Commander Richard Rush  
Sunday March 27<sup>th</sup>

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4<sup>00</sup> Am  
Clear and calm - Calm to light S.E. by air.

A. W. Ketchum  
Ensign

From 4<sup>00</sup> Am. to 8<sup>00</sup> Am

Generally overcast and cloudy. Light air to breeze from N.E.

A. W. Ketchum.  
Ensign

From 8<sup>00</sup> Am. to Meridian

Overcast & cloudy - Light variable air to light S.E. by breeze at  
9<sup>00</sup> minutes at quarters. Absentee W. Sharpshot (B.M. & C)

O. P. Jackson  
Ensign

Mid to 4 P.M.

Cloudy. Light to gentle S.E. by breeze

O. P. Jackson  
Ensign

4 to 8 P.M.

Overcast to cloudy. Calm to light S.E. by breezes

O. P. Jackson  
Ensign

8 P.M. to midnight

Fair. Light Ely air

O. P. Jackson  
Ensign

R.R.

Examined and found to be correct.

John W. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

Ship Essex

Moored to Navy Yard Dock, Portsmouth N.H.

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Fog, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 5 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				N.N.W.	N.N.E.	1			30.80	56	34	34		b.m.	—			
2				"	"	1			.77	56	34	34		b.c.m.	cu	10		
3				"	"	1			.77	54	32	32		"	"	7		
4				"	"	1			.76	52	32	32		b.c.f.	"	7		
5				"	"	1			.76	49	32	32		b.c.f.w.	"	7		
6				"	Calcu	0			.76	49	34	34		"	cu. an	6		
7				"	N.E.	1			.78	49	34	34		b.c.m.	"	6		
8				"	Calcu	0			.78	53	38	38		"	"	6		
9				"	S.E.	2			.79	59	40	39		"	"	6		
10				"	"	2			.79	63	45	43		b.c.	"	5		
11				"	"	2			.79	67	48	44		"	"	5		
Noon.				"	"	2			30.78	67	50	47		"	"	4		

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

1900  
1 tons, — lbs.  
27 " 1240 "

P. M.																		
1				W.N.W.	S.E.	2			30.76	67	48	46		b.c.	cu. sh.	3		
2				"	"	2			.74	66	46	45		"	"	3		
3				"	S.E.	2			.72	65	45	44		"	"	2		
4				"	"	2			.70	64	45	44		"	"	1		
5				"	"	1-2			.70	64	43	42		"	"	2		
6				"	"	1			.71	65	43	42		"	"	1		
7				"	"	1			.71	66	43	42		b.c.m.	"	0		
8				"	"	1			.71	66	42	42		"	"	0		
9				"	S	1			.70	64	41	42		"	"	0		
10				"	"	1			.70	63	41	42		"	"	0		
11				"	Calcu	0			.70	63	42	42		"	"	0		
Mid.				"	"	0			30.70	63	42	42		"	"	0		



under the command of *Richard Rush*, *Commander*, U. S. Navy,  
*Monday* *28 March*, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 am.  
 Clear Light airs from N<sup>W</sup> & E<sup>S</sup>

*O. P. Jackson*  
*Ensign*

4 to 8 am.  
 Fair. Calm to light S. E. breeze. Recd in Dept.  
 of S. & A. 24 lbs fresh bread, 30 lbs each of fresh beef  
 & vegetables

*O. P. Jackson*  
*Ensign*

8 am. to Merid.

Fair & pleasant. Light breeze from S. E. At 9.50 mustered  
 at quarters. Absentees: - A. E. Sharp (BM 29), B. Power (BM 29). By order  
 of the Comd'g Officer, the following punishments were awarded: - *Corbary*  
 (Corb) 39 1/2 hours detention, reduced to 39 class. F. Smith (BM 29) light from  
 liberty, reduced to 2<sup>nd</sup> class. Enlisted Thos. Cronin as Coal Passer for  
 service in the U. S. Navy, for a period of three years. P. A. Pay H. Bis-  
 cor returned from leave.

*A. A. Ketchum*  
*Ensign*

Merid. 5 1/4 P. M.

Fair to cloudy weather. Light breezes from S. E. to E. S. E. The following  
 named men were transferred, with bags, hammocks and necessary papers  
 to the *U. S. S. Albatross*.

of  
 P. M.

airs  
 today  
 24 M

*R. R.*

at, and  
 Martial  
*A. A. Ketchum*  
*Ensign*

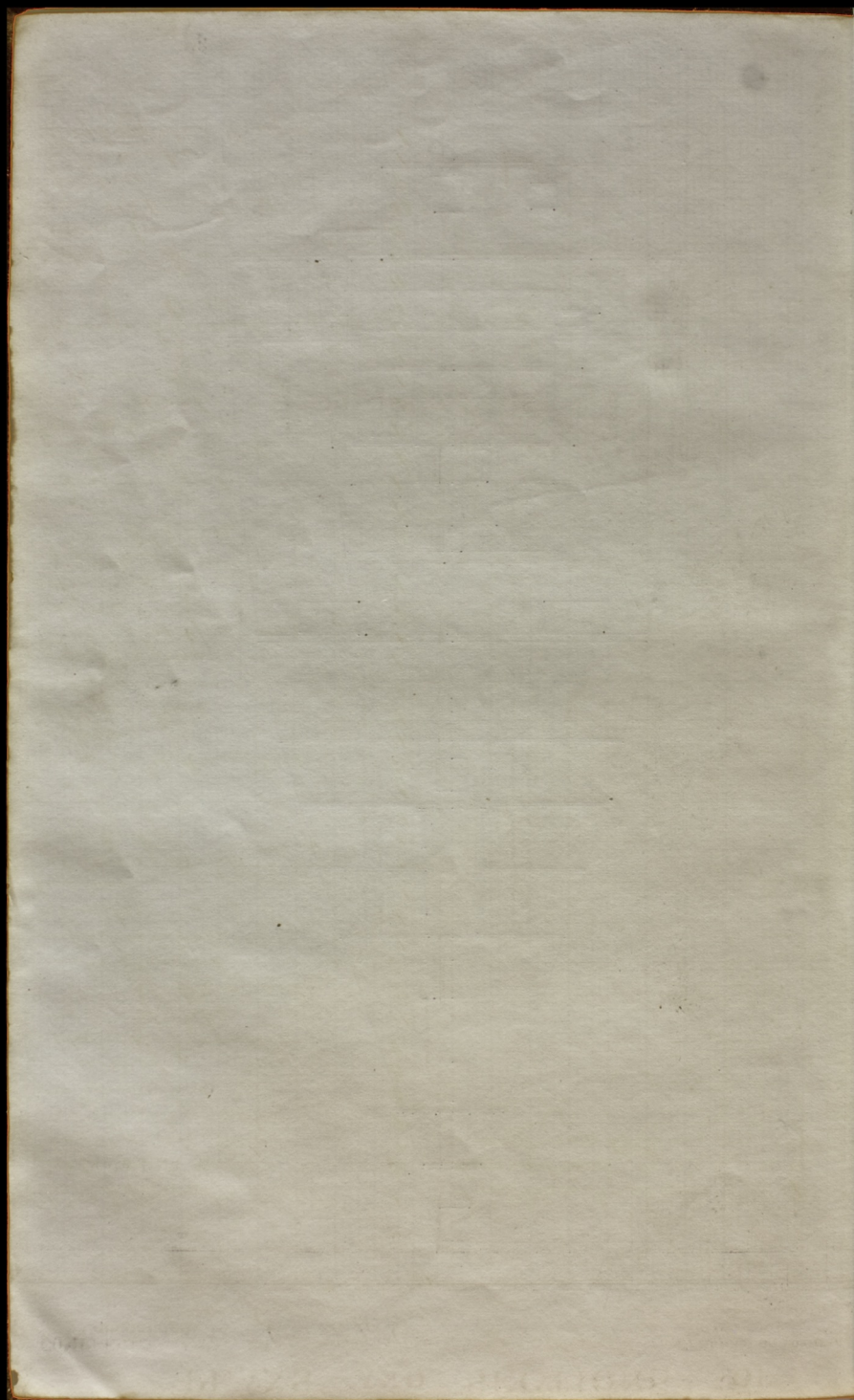
light  
 is from  
 M. E. from  
 a.

*A. A. Ketchum*  
*Ensign*

*E. C. Cady*  
*A. A. Ketchum*  
*Ensign*

Examined and found to be correct.

*John W. Stewart*  
*Thick* *Navigator*





under the command of *Richard Rush*, *Commander*, U. S. Navy,  
*Monday* *28 March*, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 am.  
 Clear Light airs from N<sup>W</sup> & E<sup>W</sup>

*OT Jackson*  
*Ensign*

4 to 8 am.

Fair. Calm to light S. E. breeze. Reed in Dept.  
 of S. & A. 24 lbs fresh bread, 30 lbs each of fresh beef  
 & 10 lbs each of fresh pork.

8

at qua  
 of the  
 (Cory) 30  
 liberty  
 service  
 cor

Men

named  
 to the

1. ADAMANT	2. ADAMANT	3. ADAMANT
4. ADAMANT	5. ADAMANT	6. ADAMANT
7. ADAMANT	8. ADAMANT	9. ADAMANT
10. ADAMANT	11. ADAMANT	12. ADAMANT
13. ADAMANT	14. ADAMANT	15. ADAMANT
16. ADAMANT	17. ADAMANT	18. ADAMANT
19. ADAMANT	20. ADAMANT	21. ADAMANT
22. ADAMANT	23. ADAMANT	24. ADAMANT
25. ADAMANT	26. ADAMANT	27. ADAMANT
28. ADAMANT	29. ADAMANT	30. ADAMANT
31. ADAMANT	32. ADAMANT	33. ADAMANT
34. ADAMANT	35. ADAMANT	36. ADAMANT
37. ADAMANT	38. ADAMANT	39. ADAMANT
40. ADAMANT	41. ADAMANT	42. ADAMANT
43. ADAMANT	44. ADAMANT	45. ADAMANT
46. ADAMANT	47. ADAMANT	48. ADAMANT
49. ADAMANT	50. ADAMANT	51. ADAMANT
52. ADAMANT	53. ADAMANT	54. ADAMANT
55. ADAMANT	56. ADAMANT	57. ADAMANT
58. ADAMANT	59. ADAMANT	60. ADAMANT
61. ADAMANT	62. ADAMANT	63. ADAMANT
64. ADAMANT	65. ADAMANT	66. ADAMANT
67. ADAMANT	68. ADAMANT	69. ADAMANT
70. ADAMANT	71. ADAMANT	72. ADAMANT
73. ADAMANT	74. ADAMANT	75. ADAMANT
76. ADAMANT	77. ADAMANT	78. ADAMANT
79. ADAMANT	80. ADAMANT	81. ADAMANT
82. ADAMANT	83. ADAMANT	84. ADAMANT
85. ADAMANT	86. ADAMANT	87. ADAMANT
88. ADAMANT	89. ADAMANT	90. ADAMANT
91. ADAMANT	92. ADAMANT	93. ADAMANT
94. ADAMANT	95. ADAMANT	96. ADAMANT
97. ADAMANT	98. ADAMANT	99. ADAMANT
100. ADAMANT	101. ADAMANT	102. ADAMANT

not return.  
 iger  
 netted  
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 long garts  
 ght from  
 barrel for  
 pay H Bio-  
 ethe  
 iger

The following  
 & paper

Ensign Jackson left the ship on duty in charge  
 of the draft for the Vermont. *Comdr Rush*, *Lieut Stewart*, and  
*Mr. B. Biscoe* left the ship as members of a General Court Martial.

*A. A. McKeithen*  
*Ensign*

4 to 8 P.M.

Cloudy. Drizzling at out of watch. Light breezes to light  
 airs from E. S. E. The following were declared deserters from  
 today:— A. E. Sharpy (Reds) from 17<sup>th</sup> March. — B. Power (B.M. 22) from  
 24 March. P. A. Jurg. Lewis Morris, returned from leave.

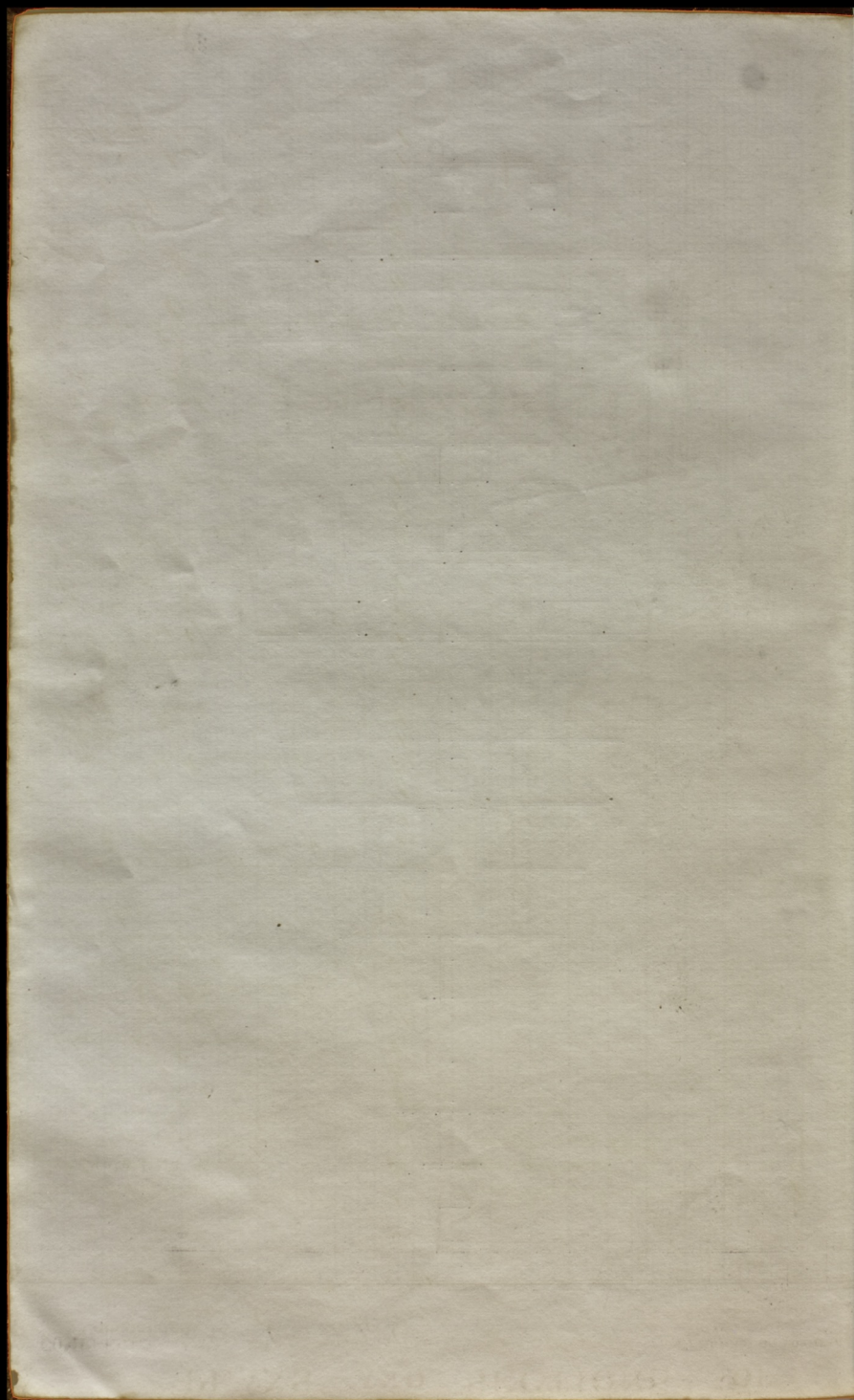
*A. A. McKeithen*  
*Ensign*

8 P.M. to Mid.

Cloudy & overcast Light airs from S. with Calm  
*A. A. McKeithen*  
*Ensign*

Examined and found to be correct.

*John W. Stewart*  
*Thick* & *Navigator*





under the command of *Richard Rush*, *Commander*, U. S. Navy,  
*Monday* *28 March*, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 am.  
 Clear Light airs from N<sup>W</sup> & E<sup>SE</sup>

*O.P. Jackson*  
*Ensign*

4 to 8 am.  
 Fair. Calm to light S. E. breeze. Recd in Dept.  
 of S. & A. 24 lbs fresh bread, 30 lbs each of fresh beef  
 & vegetables

*O.P. Jackson*  
*Ensign*

8 am. to Merid.

Fair & pleasant. Light breeze from S. E. At 9.50 mustered  
 at quarters. Absentees: A. E. Chapp (BM 29), B. Power (BM 29). By order  
 of the Commanding Officer, the following punishments were awarded: *Conrad*  
 (Cox) 39 1/2 hours confinement, reduced to 29 class. F. Smith (BM 29) light from  
 liberty, reduced to 2<sup>nd</sup> class. Enlisted Thos. Cronin as Coal Passer for  
 service in the U. S. Navy for a period of three years. P. A. Pay & Bio-  
 cor returned from leave.

*A. A. Jackson*  
*Ensign*

Merid. 6 1/4 P.M.

Fair to cloudy weather. Light breezes from S. E. to ESE. The following  
 named men were transferred with bags, hammocks and necessary papers  
 to the U. S. S. Vermont.

Transferred to U. S. S. Vermont.

1 Master at Arms	6 Boatwains Mates	6 Coxswains
3 Gunners Mates	2 Quartermasters	5 Seamen
1 Ord. Seaman	10 Landmen	1 Carpenter Mte
1 Shipwright	1 Blacksmith	1 Painter
1 Coppermith	1 Oiler	1 Pa 2 class
2 Coal passers	1 Chief Yeoman	1 Yeoman 1 cl
1 Yeoman 2 class	2 Ship's cooks 1 class.	

Anderson Matthew	Anderson Marinas	Brink J. H.
Clevin A.	Conway J.	Clauson O. F.
Brown J.	Hall J.	
Connellley A. J.	Dahlberg J.	Ellsworth J. J.
Griffin C.	Green J. A.	Gerts W.
Galey H.	Hughes F.	Holt M.
Horn O.	Johnson J.	Junho V.
Jenkins A. E.	Johnson G.	Kay P.
King A. E.	Knutson E.	Laven J.
Lewis E.	Miller V.	Miller J.
Murphy E. H.	Mason E.	McDerty A. E.
Norton F. L.	O'Hara J.	Petterson P.
Prachtel G. E.	Perry T.	Schmitt C.
Sweeney T. P.	Stenman J. O.	Smith F.
Spencer T.	Schulstrom J.	Trot R. J.
Thomas C.	Wittmeyer A. V.	Warneck P.
Young L.	Cronin E. A.	Waters J. C.

## LOG of the UNITED STATES

Ship Essex  
Moons to Navy Yard Dock

Rate,

Portsmouth N. H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1				<i>a.n.w.</i>	<i>S.S.E.</i>		1			30.71	64	42	41			<i>l.c.</i>	<i>cu.m.</i>	1	
2				"	"		2			.70	64	42	42			"	"	1	
3				"	"		1			.70	64	42	41			<i>o.c.</i>	"	0	
4				"	"		1			.70	65	42	42			"	"	0	
5				"	"		1			.63	67	42	42			<i>l.c.</i>	<i>Str cu</i>	1	
6				"	"		1			.63	69	43	43			"	"	2	
7				"	<i>S.S.W.</i>		2			.63	68	43	43			<i>o.c.l.</i>	<i>cu. Min.</i>	0	
8				"	"		2			.63	68	44	44			"	"	0	
9				"	"		1			.63	68	45	45			<i>o.c.m.</i>	"	0	
10				"	"		2			.63	68	44	44			"	"	0	
11				"	"		2			.61	68	44	44			"	"	0	
Noon.				"	"		2			30.61	66	44	44			"	"	0	

Position at 8 A. M. { Latitude by  
Longitude byPosition at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1800

Coal consumed during the preceding 24 hours,

- tons, 2040 lbs.

Coal remaining on hand at noon,

26 " 1440 "

P. M.																			
1				<i>W.N.W.</i>	<i>S by W</i>		2			30.61	69	44	44			<i>o.c.</i>	<i>Min</i>	0	
2				"	"		2			.61	69	44	44			"	"	0	
3				"	<i>S.S.W.</i>		1			.57	69	44	44			"	"	0	
4				"	"		1			.57	70	44	44			"	"	0	
5				"	"		1			.57	70	44	44			<i>o.c.</i>	"	0	
6				"	"		1			.58	69	47	48			"	"	0	
7				"	<i>Calu</i>		0			.58	69	46	48			"	"	0	
8				"	"		0			.58	69	42	43			"	"	0	
9				"	"		0			.58	68	42	42			"	"	0	
10				"	<i>S.S.W.</i>		1			.58	68	42	42			"	"	0	
11				"	"		1			.58	68	42	42			"	"	0	
Mid.				"	<i>Calu</i>		0			30.53	68	42	42			"	"	0	



under the command of *Richard Rush.*

Commander U. S. Navy,

*Tuesday*

*29 March*

*, 1890.*

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences a until 4 am  
S.S.E. Generally cloudy and overcast. Light airs to breezes from  
*A. A. McKethum*  
Ensign

4 to 8 am.  
Generally overcast and cloudy. Light airs to breezes  
from S.S.E. to S.S.W.  
*A. A. McKethum*  
Ensign

8 am to mid.  
overcast, cloudy - misty. Light airs to light breezes from  
S.S.W. At 9.30 am. Mustered at quarters:- Absent J. Rutman (S.C.P.)  
Lieut J. Hubbard Mfr. and F.F. Platts (Ch. Yrs) left the ship on  
special duty in recruiting, this in addition to present duty.  
6 yard workmen on board in Construction Dept.  
Fitted magazine & shell room flood cochr. Sold by auction, the  
deserters effects, realizing \$27.75  
*A. A. McKethum*  
Ensign

Mid to 4 P.M.  
overcast & drizzling. Light breezes to light airs  
from S.W. to S.S.W. P.A. Surg. L. Monte Mfr. left the  
ship on special duty in recruiting -  
*A. A. McKethum*  
Ensign

4 to 8 P.M.  
overcast and rainy. Light airs from S.S.W. and  
calm. Stationed and exposed crew at fire quarters.  
Sent liberty party ashore  
*A. A. McKethum*  
Ensign

8 P.M. to mid  
Cloudy and misty. Light variable airs  
and calm  
*John W. Stewart*  
Lieutenant

*R.R.*

Examined and found to be correct.

*John W. Stewart*  
Lieut - Navigator.

## LOG of the UNITED STATES

Ship Essex  
Moved to Navy yard dockPortsmouth N.H. 3<sup>d</sup> Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Wind, by fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at surface.				
A. M.																
1				WNW	Var	1.0		30.50	63	43	43		o.c.	cu. n.		0
2				"	"	1.0		48	69	43	43		"	"		0
3				"	Cal	0		45	68	43	43		"	"		0
4				"	"	0		45	68	43	43		"	"		0
5				"	"	0		42	62	43	43		"	"		0
6				"	"	0		42	60	43	43		"	"		0
7				"	"	0		44	59	45	45		o.c.	"		0
8				"	"	0		43	60	45	45		"	"		0
9				"	"	0		44	65	45	45		"	"		0
10				"	East	2		44	65	45	45		few	"		2
11				"	"	"		44	65	45	45		"	"		0
Noon.				"	"	2		30.43	66	49	48		"	"		3

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1800

Coal consumed during the preceding 24 hours,

— tons, 1440 lbs.

Coal remaining on hand at noon,

26 " — "

P. M.																	
1			10.4.4	E	2			30.40	68	48	48		sc.	cu. str		5	
2			"	E.S.E.	2			40	63	53	53		"	"		7	
3			"	S.E.	2			39	63	57	59		"	"		8	
4			"	"	3			35	62	48	48		"	"		8	
5			"	"	2			35	64	45	45		o.c.	"		0	
6			"	"	2			30	66	45	43		veg	"		0	
7			"	Cal	0			29	67	41	41		"	"		0	
8			"	"	0			29	67	41	41		"	"		0	
9			"	"	0			29	67	41	41		"	"		0	
10			"	"	0			30	67	40	40		"	"		0	
11			"	"	0			30	67	40	40		"	"		0	
Mid.			"	"	0			30.29	68	40	40		"	"		0	



under the command of *Richard Rush* *Commander*, U. S. Navy,  
*Wednesday 30 March*, 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 am.  
Cloudy and rainy. Light variable airs.  
*John Stewart* Lieutenant

4 to 8 am.  
Cloudy. Raining first part - Calms.  
*A. M. Clifton* Ensign

8 am. to Merid  
Partly clear and misty. Calm to light breeze from East.  
At 9.30 mustered at quarters. Absent *J. Rutiman* (S.P. 1<sup>st</sup>). Ensign *O. P. Jackson* after returned on board.  
*J. Rutiman* (S.P. 1<sup>st</sup>) returned from liberty, 50 hours away time.  
*A. M. Clifton* Ensign

Merid to 4 P.M.  
Fair. Light to gentle breeze from S. by E.  
*O. P. Jackson* Ensign

4 to 8 P.M.  
Foggy and overcast. Calm to light S. by E. breeze  
*O. P. Jackson* Ensign

8 P.M. to Mid.  
Foggy. Calm.  
*O. P. Jackson* Ensign

*R. R.*

Examined and found to be correct.

*John Stewart*  
Lieutenant & Navigator.

## LOG of the UNITED STATES

Ship *Essex* Rate, *5*

Moved to Navy Yard Dock, Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. of Climate, by symbols.	Height of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of Sky.				
A. M.																		
1				<i>W.N.W.</i>	<i>Variable</i>	<i>0-1</i>			<i>30.28</i>	<i>68</i>	<i>41</i>	<i>41</i>		<i>o.c.f.</i>	<i>nim</i>	<i>0</i>		
2				"	<i>East</i>	<i>1</i>			<i>22.63</i>	<i>41</i>	<i>41</i>			<i>f</i>	<i>"</i>	<i>0</i>		
3				"	"	<i>4</i>			<i>20.63</i>	<i>40</i>	<i>39</i>			<i>"</i>	<i>"</i>	<i>0</i>		
4				"	"	<i>4</i>			<i>20.62</i>	<i>39</i>	<i>38</i>			<i>o.c.m.</i>	<i>"</i>	<i>0</i>		
5				"	"	<i>3</i>			<i>19.62</i>	<i>38</i>	<i>38</i>			<i>b.c.r.</i>	<i>"</i>	<i>0</i>		
6				"	"	<i>4</i>			<i>19.62</i>	<i>36</i>	<i>36</i>			<i>o.c.m.s.</i>	<i>"</i>	<i>0</i>		
7				"	"	<i>3</i>			<i>19.62</i>	<i>36</i>	<i>36</i>			<i>"</i>	<i>"</i>	<i>0</i>		
8				"	"	<i>4</i>			<i>18.62</i>	<i>36</i>	<i>36</i>			<i>"</i>	<i>"</i>	<i>0</i>		
9				"	<i>N.E.</i>	<i>3-4</i>			<i>16.65</i>	<i>35</i>	<i>35</i>			<i>o.c.m.g.s.</i>	<i>"</i>	<i>0</i>		
10				"	"	<i>3-5</i>			<i>11.65</i>	<i>34</i>	<i>34</i>			<i>"</i>	<i>"</i>	<i>0</i>		
11				"	"	<i>3-5</i>			<i>10.67</i>	<i>34</i>	<i>34</i>			<i>"</i>	<i>"</i>	<i>0</i>		
Noon.				"	"	<i>3-5</i>			<i>30.09</i>	<i>67</i>	<i>34</i>	<i>34</i>		<i>"</i>	<i>"</i>	<i>0</i>		

Position at 3 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 3 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

tons, 1120 lbs.

Coal remaining on hand at noon,

25 " 1120 "

P. M.																		
1				<i>W.N.W.</i>	<i>N.E.</i>	<i>4</i>			<i>30.09</i>	<i>64</i>	<i>34</i>	<i>34</i>		<i>o.c.m.g.s.</i>	<i>nim</i>	<i>0</i>		
2				"	"	<i>4</i>			<i>30.09</i>	<i>64</i>	<i>35</i>	<i>35</i>		<i>"</i>	<i>"</i>	<i>0</i>		
3				"	"	<i>3</i>			<i>30.09</i>	<i>64</i>	<i>36</i>	<i>36</i>		<i>"</i>	<i>"</i>	<i>0</i>		
4				"	<i>N.W.</i>	<i>1</i>			<i>30.10</i>	<i>63</i>	<i>37</i>	<i>37</i>		<i>"</i>	<i>"</i>	<i>0</i>		
5				"	"	<i>1</i>			<i>30.13</i>	<i>62</i>	<i>36</i>	<i>36</i>		<i>"</i>	<i>"</i>	<i>0</i>		
6				"	"	<i>1</i>			<i>30.13</i>	<i>62</i>	<i>36</i>	<i>36</i>		<i>"</i>	<i>"</i>	<i>0</i>		
7				"	"	<i>1</i>			<i>30.10</i>	<i>62</i>	<i>36</i>	<i>36</i>		<i>b.</i>	<i>o.c.m.g.s.</i>	<i>0-1</i>		
8				"	"	<i>1</i>			<i>30.10</i>	<i>62</i>	<i>36</i>	<i>36</i>		<i>"</i>	<i>"</i>	<i>0-1</i>		
9				"	"	<i>3-4</i>			<i>30.09</i>	<i>60</i>	<i>36</i>	<i>36</i>		<i>b.</i>	<i>o.c.m.</i>	<i>6</i>		
10				"	"	<i>3</i>			<i>30.11</i>	<i>60</i>	<i>34</i>	<i>34</i>		<i>"</i>	<i>"</i>	<i>8</i>		
11				"	"	<i>3</i>			<i>30.11</i>	<i>60</i>	<i>34</i>	<i>34</i>		<i>"</i>	<i>"</i>	<i>9</i>		
Mid.				"	"	<i>2</i>			<i>30.11</i>	<i>60</i>	<i>34</i>	<i>34</i>		<i>"</i>	<i>"</i>	<i>9</i>		



under the command of

Richard Rush,  
Thursday 31 March

Commander, U. S. Navy,  
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 am.

Overcast & misty. Calm to moderate E by breeze.  
O.T. Lachon,  
Ensign

4 to 8 AM.

Overcast - Snowing last three hours. Gentle to moderate E by breeze  
O.T. Lachon,  
Ensign

8 am to meal.

Overcast, cloudy and snowing. Calm to off breeze from N.E.,  
At 9.30 am mustered at quarters  
A.A. McKethan  
Ensign.

Meal to 4 pm

Overcast and snowing. Moderate breeze from N.E.  
Slightly light air from N.W.  
A.A. McKethan  
Ensign, U.S.N.

4 to 5 pm

Generally overcast Light air from N.W. but  
liberty party ashore  
A.A. McKethan  
Ensign, U.S.N.

5 pm to meal

Generally clear and pleasant. Moderate light breeze  
from N.W.  
A.A. McKethan  
Ensign, U.S.N.

Examined and found to be correct.

John W. Trench  
Lieut. - Navigator.

## LOG of the UNITED STATES

Ship *Essex*  
*Moore to Navy Yard Dock Portsmouth N.H.*

3d Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 5d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1				<i>W.S.W.</i>	<i>N.E.</i>	2			30.11	62	35	34	<i>bc</i>	<i>cu</i>	9	
2				"	"	1			30.10	62	35	34	"	"	9	
3				"	"	2			30.10	62	35	34	"	"	9	
4				"	"	2			30.11	62	35	34	"	"	8	
5				"	<i>N.W.</i>	3			30.10	60	32	31	"	"	9	
6				"	"	4			30.10	59	31	30	"	<i>cu. thin</i>	8	
7				"	"	5			30.10	59	31	31	"	<i>cu</i>	9	
8				"	"	5-6			30.10	58	31	31	"	"	9	
9				"	"	5-6			30.10	60	32	32	"	"	9	
10				"	"	5-6			30.10	60	33	32	"	<i>st</i>	9	
11				"	"	5-6			30.11	62	35	32	"	"	9	
Noon.				"	"	5-6			30.11	60	36	33	<i>bc</i>	—	10	

Position at 8 A. M. {

Latitude by

Longitude by

Latitude by observation

Longitude by observation

Position at noon: {

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

Position at 8 P. M. {

Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1600 "

Coal consumed during the preceding 24 hours,

tons, 1300 lbs.

Coal remaining on hand at noon,

34 " 2160 "

P. M.																
1				<i>W.S.W.</i>	<i>N.E.</i>	3-5			30.09	61	41	37	<i>bc</i>	—	10	
2				"	"	3-5			30.10	62	41	37	"	—	10	
3				"	"	3-5			30.09	63	41	37	<i>bc</i>	—	10	
4				"	"	3-5			30.10	60	42	38	"	—	10	
5				"	"	3-5			30.10	59	42	38	"	—	10	
6				"	"	3			30.11	60	45	38	<i>bc</i>	—	10	
7				"	"	3			30.11	60	45	44	"	—	10	
8				"	"	2			30.11	60	45	43	"	—	10	
9				"	"	1			30.10	59	43	41	"	—	10	
10				"	"	1			30.11	59	43	42	"	—	10	
11				"	<i>N.W. N</i>	1			30.11	60	43	41	"	—	10	
Mid.				"	"	1			30.11	60	43	42	"	—	10	



under the command of

Richard Rush Commander  
Friday April 1 -

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences wind 4 P.M.  
from N.E.

Clear & pleasant. Light breezes to light air  
A.A. Wickham  
Comdr.

4 to 8 P.M.

Clear & pleasant: Gentle to fresh breeze in squalls from NW.  
A.A. Wickham  
Comdr.

8 P.M. to Meridian:

Clear. Light to fresh NW breeze blowing in squalls. At 9:30 M. Gustav at Quarter. Henry Smith (Cl. M.S.) was discharged from the Naval Service by reason of expiration of enlistment.  
O.P. Lockman  
Comdr.

Meridian to 4 P.M.  
in squalls.

Clear. Gentle to stiff breeze from NW. Flowing.  
O.P. Lockman  
Comdr.

4 to 8 P.M.

Clear. Light to stiff NW breeze.

O.P. Lockman  
Comdr.

8 P.M. to Midnight.

Clear. Light variable air.

O.P. Lockman  
Comdr.

R.R.

Examined and found to be correct.

John W. Stewart  
Lieut. T.

Navigator.

## LOG of the UNITED STATES

Ship *Essex*  
*Moore to Navy Yard Dock Portsmouth N.H.*

3d Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clouds, Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	Under Surface.				
A. M.																		
1				<i>W. S. W.</i>	<i>N. W.</i>	<i>2</i>			<i>30.13</i>	<i>60</i>	<i>40</i>	<i>40</i>			<i>bc</i>	<i>cu</i>	<i>9</i>	
2				"	"	<i>2</i>			<i>30.16</i>	<i>60</i>	<i>36</i>	<i>35</i>			"	"	<i>9</i>	
3				"	"	<i>2</i>			<i>30.20</i>	<i>59</i>	<i>30</i>	<i>29</i>			"	"	<i>9</i>	
4				"	"	<i>2</i>			<i>30.24</i>	<i>59</i>	<i>28</i>	<i>27</i>			"	"	<i>9</i>	
5				"	"	<i>1</i>			<i>30.33</i>	<i>58</i>	<i>27</i>	<i>27</i>			<i>bc</i>	"	<i>10</i>	
6				"	"	<i>1</i>			<i>30.33</i>	<i>59</i>	<i>26</i>	<i>25</i>			"	"	<i>10</i>	
7				"	"	<i>1</i>			<i>30.28</i>	<i>59</i>	<i>29</i>	<i>29</i>			"	"	<i>10</i>	
8				"	<i>W. S. W.</i>	<i>1</i>			<i>30.29</i>	<i>59</i>	<i>33</i>	<i>32</i>			"	"	<i>10</i>	
9				"	"	<i>1</i>			<i>30.29</i>	<i>59</i>	<i>35</i>	<i>34</i>			<i>bc</i>	<i>str</i>	<i>9</i>	
10				"	"	<i>1</i>			<i>30.29</i>	<i>62</i>	<i>40</i>	<i>39</i>			"	"	<i>9</i>	
11				"	<i>W</i>	<i>1</i>			<i>30.27</i>	<i>62</i>	<i>41</i>	<i>41</i>			"	"	<i>8</i>	
Noon.				"	<i>S</i>	<i>2</i>			<i>30.27</i>	<i>63</i>	<i>44</i>	<i>43</i>			"	"	<i>6</i>	

Position at 8 A. M. { Latitude by  
Longitude byPosition at noon { Latitude by observation  
Longitude by observationLatitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1500 "

Coal consumed during the preceding 24 hours,

tons, 1200 lbs.

Coal remaining on hand at noon,

24 " 960 "

P. M.																		
1				<i>W. S. W.</i>	<i>S. S. W.</i>	<i>2</i>			<i>30.21</i>	<i>67</i>	<i>44</i>	<i>43</i>			<i>bc</i>	<i>cu</i>	<i>0</i>	
2				"	"	<i>2</i>			<i>19</i>	<i>67</i>	<i>40</i>	<i>38</i>			<i>bc</i>	"	<i>0</i>	
3				"	"	<i>2</i>			<i>19</i>	<i>68</i>	<i>40</i>	<i>38</i>			"	"	<i>0</i>	
4				"	<i>E</i>	<i>2</i>			<i>19</i>	<i>68</i>	<i>39</i>	<i>38</i>			<i>bc</i>	<i>cu</i>	<i>4</i>	
5				"	<i>S. E.</i>	<i>2</i>			<i>16</i>	<i>68</i>	<i>37</i>	<i>37</i>			"	"	<i>6</i>	
6				"	"	<i>1</i>			<i>16</i>	<i>68</i>	<i>36</i>	<i>36</i>			"	"	<i>6</i>	
7				"	<i>W</i>	<i>3</i>			<i>14</i>	<i>64</i>	<i>36</i>	<i>36</i>			<i>bc</i>	<i>cu</i>	<i>0</i>	
8				"	"	<i>2</i>			<i>13</i>	<i>63</i>	<i>36</i>	<i>36</i>			"	"	<i>0</i>	
9				"	"	<i>1</i>			<i>10</i>	<i>62</i>	<i>38</i>	<i>38</i>			"	"	<i>0</i>	
10				"	"	<i>1</i>			<i>11</i>	<i>62</i>	<i>38</i>	<i>38</i>			"	"	<i>0</i>	
11				"	"	<i>1</i>			<i>11</i>	<i>62</i>	<i>38</i>	<i>38</i>			"	"	<i>0</i>	
Mid.				"	"	<i>1</i>			<i>30.11</i>	<i>62</i>	<i>38</i>	<i>38</i>			"	"	<i>0</i>	



under the command of Richard Rush, Commander, U. S. Navy,  
Saturday April 2, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences wind 4 A.M. Clear. Light - mostly breeze.  
J. P. Jackson  
Ensign

4 to 5 A.M. Clear. Light - mostly breeze.  
J. P. Jackson  
Ensign

8 am to Merid. Clear & pleasant. Light - air to breeze from WNW.  
At 9:30 mustered at quarters.  
C. A. McKethum  
Ensign

Meridian to 4 P.M. Overcast - snowing first part - clearing at end  
of watch. Light breeze from S. S. W. Shipping to S. E. S. E. 4.  
C. A. McKethum  
Ensign

4 to 8 P.M. Partly clear. Light - air to gentle breeze from S. E.  
Shipping to to do.  
C. A. McKethum  
Ensign

8 P.M. to Midnight Overcast - mostly - and snowing at times.  
Gentle breeze to light - air from W.  
C. A. McKethum  
Ensign

Examined and found to be correct.

John W. Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

Ship Essex

Moored to Navy yard dock, Portsmouth NH

3<sup>d</sup> Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	Direction of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1				low	W	4-5			30.08	58	35	34	bc	cum	6	
2				"	"	4-5			.05	56	31	31	"	"	7	
3				"	"	4-5			.07	58	32	29	"	str	8	
4				"	"	4-5			.07	54	29	25	"	cum	6	
5				"	"	3-5			.07	51	29	23	bc	"	4	
6				"	"	3-5			.07	51	29	23	"	"	3	
7				"	"	4-6			.08	48	27	26	"	cu str	6	
8				"	"	4-7			.08	47	27	26	"	"	6	
9				"	"	4-6			.09	48	31	30	"	"	9	
10				"	"	4-7			.07	52	33	32	"	"	9	
11				"	"	4-6			.08	52	31	30	"	cu	8	
Noon.				"	"	4-7			.08	52	31	30	"	"	8	

Position at 8 A. M. { Latitude by  
Longitude by

Position at noon: { Latitude by observation  
Longitude by observation  
Latitude by D. R.  
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by  
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1500 "

Coal consumed during the preceding 24 hours,

tons, 1400 lbs.

Coal remaining on hand at noon,

23 " 1800 "

P. M.																
1			W.W.	N.W.	4-7				30.09	58	32	31	bc	cu	9	
2			"	N.W.	5				.09	57	32	31	"	"	9	
3			"	"	5				.08	56	33	32	"	cu str	8	
4			"	"	4-7				.09	51	32	31	"	"	8	
5			"	"	4-6				.17	52	30	30	"	"	8	
6			"	N.W.	4				.23	54	27	25	bc	"	8	
7			"	"	4				.25	56	27	25	"	str	9	
8			"	"	4				.25	50	26	24	"	"	9	
9			"	N.W.	4				.26	53	25	24	"	"	9	
10			"	"	4				.27	55	24	23	"	cu str	8	
11			"	"	3				.27	55	25	23	"	"	8	
Mid.			"	"	2				.27	55	25	24	"	"	8	



under the command of

Richard Rush

Comdr.

, U. S. Navy,

~~St. Louis~~

Sunday 3 April

, 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences or until 4 am

Clear & cold Moderate to stiff breeze from N.W.

A. R. McKethan  
Ensign

4 to 8 am.

Clear & cold. Gentle to fresh breeze from N.W.

A. R. McKethan  
Ensign

8 A.M. to Meridian:

Clear & cold. Moderate to very fresh N.W. breeze  
blowing in squalls. At 9:30 muskied at Quarters. Comdr. Official  
inspected Ship & crew.

O. T. Lachman  
Ensign

Meridian to 4 P.M.

Clear. Moderate to very fresh N.W. breeze  
blowing in squalls.

O. T. Lachman  
Ensign

4 to 8 P.M.

Clear. Moderate breeze from N.W. North.

O. T. Lachman  
Ensign

8 P.M. to Midnight.

Clear. Light to moderate N.W. breeze.

O. T. Lachman  
Ensign

John W. Stewart  
Lieut.

## LOG of the UNITED STATES

Ship *Ena*  
*Moored to Mary Yard Dock, Portsmouth N.H.*  
 3d. Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.				
A. M.																				
1				<i>North</i>	<i>North</i>	1			30.27	52	22	21					<i>bc</i>	<i>cu</i>	9	
2				"	"	1			27	51	22	21					"	"	9	
3				"	"	1			27	51	22	21					"	"	9	
4				"	"	1			27	51	21	20					"	"	9	
5				"	"	1			29	52	21	20					"	"	8	
6				"	"	1			29	52	22	20					"	"	8	
7				"	"	1			31	51	22	20					"	"	8	
8				"	"	1			33	53	26	24					"	"	8	
9				"	"	2			30.34	58	31	28					"	"	8	
10				"	<i>West</i>	2			30.31	59	38	35					"	<i>cu</i>	7	
11				"	"	2			30.30	59	42	39					"	"	7	
Noon.				"	<i>West</i>	2			30.30	59	42	39					"	"	7	

Position at 8 A. M. { Latitude by " " "  
 { Longitude by " " "  
 Position at noon: { Latitude by observation " " "  
 { Longitude by observation " " "  
 { Latitude by D. R. " " "  
 { Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "  
 { Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 100 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1400 "

Coal consumed during the preceding 24 hours, tons, 1400 lbs.

Coal remaining on hand at noon, 23 " 400 "

P. M.																				
1				<i>North</i>	<i>North</i>	3			30.29	60	45	40					<i>bc</i>	<i>cu</i>	5	
2				"	<i>do</i>	2			30.29	63	46	41					"	"	5	
3				"	"	3			30.29	64	45	40					"	"	7	
4				"	"	2			30.30	62	43	40					"	"	7	
5				"	<i>West</i>	1			30.30	62	41	39					<i>c</i>	<i>mil</i>	0	
6				"	"	1			30.30	61	40	38					"	"	0	
7				"	"	1			30.31	61	38	37					"	"	0	
8				"	<i>West</i>	2			30.32	61	38	36					<i>bc</i>	<i>cu</i>	0	
9				"	"	2			30.33	60	36	35					"	"	0	
10				"	<i>North</i>	2			30.33	60	36	35					"	"	0	
11				"	"	2			30.33	59	36	35					<i>bc</i>	<i>cu</i>	0	
Mid.				"	"	2			30.33	59	36	35					"	"	0	



under the command of Richard Rush Commodore  
Monday April 4 -

, U. S. Navy,  
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced wind 4 AM. Clear & cold. Light to heavy air

O.P. Jackson  
Ensign

4 1/2 AM. Clear & cold. Light to heavy air

O.P. Jackson  
Ensign

8 AM. Wind

Clear and pleasant. Light breeze from NW to SW at 7.30 AM. Mustered at quarters. Commenced work. Left the ship on duty, my connection with the Naval Station. Received on board eight bundles of hammocks, scrubbed in two fathoms, examined and found them to be correct. Workmen on board as follows: 2 machinists, 3 boiler makers, 2 helpers, 2 carpenters in Steam Engineering, 1 plumber, 4 carpenters in Construction.

A.C. McClinton  
Ensign, U.S.N.

Mind to 4 PM

Partly clear & pleasant. Light to gentle breeze from west and west-north. Workmen on board as follows: 2 carpenters in Steam Engineering.

A.C. McClinton  
Ensign, U.S.N.

4 to 8 PM

Generally overcast and cloudy. Light air from SW.

A.C. McClinton  
Ensign, U.S.N.

8 PM to mid.

Overcast and cloudy, raining at times. Light breeze from SW to NW.

A.C. McClinton  
Ensign, U.S.N.

John Stewart  
Lieut. & Navigator.

## LOG of the UNITED STATES

Ship Essex  
Morse & May, yard dock, Portsmouth, N.H.

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, by Bulb.	Mo. Wet Bulb.				
A. M.				<i>True</i>	<i>True</i>	1		30.33	62	33	22	ccs	<i>True</i>	0	
1				"	"	1		30.35	64	33	32	"	"	0	
2				"	<i>W</i>	1		30.35	64	32	32	"	"	0	
3				"	<i>W, S, W</i>	1		30.35	64	32	32	"	"	0	
4				"	"	1		30.35	64	31	30	"	"	0	
5				"	"	1		30.34	64	30	29	"	"	0	
6				"	"	1		30.35	63	30	29	"	"	0	
7				"	<i>True</i>	1		30.35	63	30	29	"	"	0	
8				"	"	1		38	63	33	32	"	"	0	
9				"	<i>True</i>	2		30	63	33	32	"	"	0	
10				"	"	2		29	63	33	32	"	"	0	
11				"	"	2		29	64	33	32	"	"	0	
Noon.				"	"	2		29	64	33	32	"	"	0	

Position at 8 A. M. { Latitude by 0 1 "  
 { Longitude by 0 1 "  
 Position at noon: { Latitude by observation 0 1 "  
 { Longitude by observation 0 1 "  
 { Latitude by D. R. 0 1 "  
 { Longitude by D. R. 0 1 "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by 0 1 "  
 { Longitude by 0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 100 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1300 "

Coal consumed during the preceding 24 hours, tons, 1400 lbs.

Coal remaining on hand at noon, 22 " 1240 "

P. M.															
1			<i>True</i>	<i>North</i>	2			30.23	65	34	34	ccs	<i>True</i>	0	
2			"	"	1			23	65	34	34	"	"	0	
3			"	"	1			19	66	34	34	"	"	0	
4			"	"	1			17	66	35	35	"	"	0	
5			"	"	1			09	67	34	34	"	"	0	
6			"	<i>N. E.</i>	1			09	68	34	34	"	"	0	
7			"	<i>N. E. x E.</i>	1			08	69	34	33	"	"	0	
8			"	"	1			09	69	34	34	"	"	0	
9			"	<i>N. E.</i>	1			09	69	34	33	"	"	0	
10			"	<i>N. N. E.</i>	1			09	69	33	32	"	"	0	
11			"	<i>North</i>	1			11	61	33	33	"	"	0	
Mid.			"	"	1			11	60	32	31	"	"	0	



under the command of

Richard Rush, Commander  
Tuesday, April 5<sup>th</sup>

U. S. Navy,  
1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 a.m.  
Forecast and snowing. Light N.W. air

R. A. McKethan  
Scribe, U.S.N.

4 to 5 a.m.

Forecast and snowing. Light air from N.W. to  
N.W. Crew engaged in getting up ammunition.

R. A. McKethan  
Scribe, U.S.N.

5 A.M. to 6 a.m.

Forecast - snowing. Light variable air to light - w. breeze.  
Toam forced the following ammunition to the Navy Yard Magazine  
104 - 4" shell, 352 lb. Rm., 578 1 lb. Rm., 23215 - 6 1/2 lb. 17 food 45 cal.  
6000 38 cal., 2900 22 cal., 416 lb. saluting powder. Yardmen at -  
work on track as follows. 2. Machinists, 1 Helper, 3 Boiler makers.  
3 Helpers. 3 Ship Carpenters -

O. T. Lachman  
Scribe

6 a.m. to 4 p.m.

Forecast - snowing. Light air to light breeze from  
North. Saw Yardmen at work as per previous watch

O. T. Lachman  
Scribe

4 to 6 p.m.

Forecast - clearing. Light variable air

O. T. Lachman  
Scribe

6 p.m. to Midnight -

Forecast - clearing. Light air from N.W. to E.

O. T. Lachman  
Scribe

Examined and found to be correct.

John W. Stewart  
Scribe

Inspector.

## LOG of the UNITED STATES

*Ship Essex*  
*Moved to Navy Yard West Portsmouth N.H.*

3d Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 6.	Air.	Wet Bulb.	Air.	Wet Bulb.				
A. M.																	
1				<i>N.W.</i>	<i>N.W.</i>	2		30.10	47	32	31			<i>b.c.</i>	<i>numb.</i>	0	
2				"	"	2		10	47	32	31			"	"	0	
3				"	"	3		09	47	32	31			"	"	0	
4				"	"	3		07	47	32	31			"	"	0	
5				"	"	2		07	46	32	31			"	"	0	
6				"	"	3		07	46	32	31			"	"	0	
7				"	"	2		08	46	30	30			"	"	0	
8				"	"	2		08	46	30	30			"	"	0	
9				"	"	2		30.09	47	31	31			"	"	0	
10				"	<i>N.W.</i>	2		30.08	43	31	31			<i>b.c.</i>	<i>at c.</i>	1	
11				"	<i>N.W.</i>	2		30.09	43	31	31			<i>b.c.</i>	"	1	
Noon.				"	<i>N.W.</i>	1		30.09	43	31	31			"	"	1	

Position at 8 A. M. { Latitude by  
 { Longitude by

Position at noon: { Latitude by observation  
 { Longitude by observation  
 { Latitude by D. R.  
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by  
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

75 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1225 "

Coal consumed during the preceding 24 hours,

tons, 1240 lbs.

Coal remaining on hand at noon,

22 " "

P. M.																	
1				<i>N.W.</i>	<i>N.W.</i>	1		30.09	43	31	31			<i>b.c.</i>	<i>at c.</i>	1	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
Mid.																	





